

Tribune

~~19 22 April 1917~~

(206)

April 22, 1917

REAL ESTATE

TODD PLANT ONE OF LARGEST IN AMERICA

T. 2nd. Shipbldg. - Sea-Tac. - 1917-43
Details of Mammoth Shipbuilding Concern Revealed by Edward H. Miller in Address Before Tacoma Real Estate Association

That the new Todd shipbuilding plant on the Commencement bay tides will be one of the largest in America, if not in the world, was shown by the details of the construction planned, which was announced last week by Edward H. Miller in an address before the Tacoma Real Estate Association. According to Mr. Miller the main building will occupy more than five acres, be 700 feet long and two stories in height; and the other three buildings will occupy more than seven acres. The first keels will be laid in July, the first ships launched in January or February, and slips for the construction of 12 vessels installed at once.

Mr. Miller's address is given below in full:

"A world war makes the building of ships one among three of the earth's most vital industries—food production, steel making, shipbuilding. A national shipping board is standardizing wooden ships of 3000 to 3600 tons. It purposes building 1000 sea-jitneys within a year. Its program calls for the monthly completion, beginning in five months, of 200,000 tons. Its greatest problem is to provide adequate engine power for installation as hulls are completed. Upon swift shipbuilding rests the efficiency of the United States at war—its ability to supply the entente allies and its own forces, if sent to Europe—with a gigantic and continuous movement of food and munitions. Five years must elapse before the world's extraordinary need for ships can be supplied—before ocean rates fall to normal. What will happen then if shipyard capacity exceeds normal requirements? Simply, survival of the fittest.

"Tacoma is today behind other coast cities— from Bellingham, Olympia, Aberdeen to Oakland—in building ships. Babare Bros. at Old Tacoma, Johnson & Wogbo on the city waterway, and Quartermaster harbor have been building fishing boats, tug small vessels. In 1917 we still possess no drydock. Established last year, the Seaborn company has built two power schooners, has two on the way and other contracts. Several companies have incorporated. The Tacoma company and the Washington company intended building steel ships. With its capital subscribed and a contract ready to sign for four 3800-ton steel vessels, the Tacoma company retired to permit the quick raising of capital for a greater plant. The Washington

which steel shipbuilding will commence. The site provides room for 12 ship ways—a larger number than any plant in America now possesses.

"Size of main buildings—All of concrete. The first will be 350x250 feet two stories, with floor area exceeding four acres, to house steel shed below and mold loft above. Foundation of piling capped with concrete. In the mold loft are created templates for molds of thin spruce. In battleship cruiser and other heaviest construction these cannot vary a hair's breadth from absolute exactness. This building is half size. Eventually it will be 700 feet long. Simultaneously will be built the power house and forge shop. Other main structures will have dimensions of 600x200 feet—nearly three acres, 400x160 feet, and two, each 400x100 feet. Power used by the plant will be electric and compressed air. The Hurley-Mason company will employ 150 to 200 men. The Todd company will get 200 men at work in the steel shed and mold loft by July—the number increasing with facilities to 2500 or 3000 by the end of 1917. Then the work of the Todd plant will be only started. The first keels will be laid in July or August. Launching will begin by January or February. Within a year Tacoma-built steel vessels will be plying the Pacific and the Atlantic. Mr. Todd has announced contracts for eight steel freight steamships transferred to the Tacoma plant—seven for the Cunard company, one for the Barber company of New York. "Charles E. Hurley and William H. Todd first met 30 years ago, when Hurley was mastering engineering at Philadelphia and Todd, in overall, was learning shipbuilding at Wilmington.

America's Largest Plant

"America's largest shipbuilding plant is that of the New York Shipbuilding Co. at Camden, on the Delaware, opposite Philadelphia. At the request of Joshua Peirce, his son, Thomas Peirce of Philadelphia, has just obtained these facts from an officer of the company: "It has five slips, each 115 feet wide, to accommodate one capital ship or two with a width each not exceeding 48 feet. The company has contracted for two slips each 150 feet wide. Mr. Peirce was told that 13 ships as wide as the company's present five would cost \$5,000,000.

"Two weeks ago the tug J. B. Borden, built 23 years ago, was docked at Seattle. Numerous holes were bored in her hull. Every plank was sound. The world produces no better timber for shipbuilding than our hard, coarse-grained fir—winter cut, containing the sap, which acts as a preservative.

joining the Saborn and purpose building wooden ships on a large scale. Their capital and credit are ample.

Todd Plant a Giant

"Now comes a giant. Rising on the crest of a war demand, the organization headed by William H. Todd, has become one of America's greatest in drydocking, ship repairs, shipbuilding. Three big plants at New York, Brooklyn and Puget Sound are working night and day. Himself a master shipbuilder, a genius as an executive, inspiring enthusiasm and loyalty among associates and workmen, Mr. Todd has dared to do something greater. Interested in Tacoma by President Alexander of the Pacific Steamship company, Mr. Todd is now creating at Tacoma one of America's greatest drydocking, repairing and steel shipbuilding plants. These are partial facts:

"Site—100 acres—larger than that occupied by any similar plant in America.

"Location—Where Hylebos waterway debouches into Commencement bay, with 1800 feet frontage on the bay and 2800 feet on the waterway. At the northwest corner of the filled land will be located the huge drydock, the largest floating dock on this coast—now building at Port Blakeley. Thursday, April 19, the McAtear shipbuilding company launched the first section, being the first of six sections, each 120 feet long and 90 feet wide. When towed to Tacoma and joined together the drydock will thus be 90 feet wide and 720 feet long.

"To fill the entire site two electric dredges of the Tacoma Dredging company are pumping millions of cubic yards of earth from Hylebos waterway.

The lower 50 acres are being filled first—to an average depth of 20 feet. The March filling, at record speed, approximated a half million yards. About 25 acres are filled. Tests show ideal penetration for piling and foundations.

Building Week Begins

"Building began last week when the Hurley-Mason company started the framing of trusses near the St. Paul mill dock for the first giant structure. By May their forces will be at work on the site. Superintendent Paul Savidge of the Todd company also began driving piles for four ship ways each 100 feet wide and 400 feet long, with

for a Presbyterian clergyman. In 184, Belfast built her first iron ship. In 1858 Edward Harland consolidated two small plants employing 150 hands. In 1901 Harland & Wolff employed 9000 men, building seven steel ships with a gross tonnage of \$3,000. This firm became world pioneers as to size and speed. It built the entire white star fleet. Right Hon. W. J. Morris, its head, is credited with lifting Belfast from a comparatively inferior position to that of the third commercial city in the British empire. No war vessels were built in attaining this record. Workman, Clark & Co., beginning in 1878, operate five Belfast plants. They built many of the familiar Blue Funnel steamships. Belfast's plants cover hundreds of acres of reclaimed tidelands. Belfast's population: In 1881, 207,000; 1891, 273,000; 1901, 349,000; 1911, 387,000. During some of these decades Ulster county and Ireland lost population. Belfast's women work in the linen industry, her men at shipbuilding.

"How will shipbuilding benefit Tacoma? Nine years ago when A. M. Ingersoll brought here a 20th century railroad and steamship terminal, he not only rendered Tacoma a greater service than any other single individual in her history, but he thereby re-established the truth of an economic principle, for the terminal of a railroad that pierces the Cascades many miles north of Tacoma was brought to the head of navigation on Commencement bay.

A Great Achievement

"Mr. Todd, Mr. Alexander, Mr. Thorne and their associates have duplicated this achievement in bringing the Todd plant to the same harbor. Who is there so blind that he cannot see that the same economic causes that brought these mammoth plants higher must and will operate to attract other giant establishments and other railway terminals that shall put to the highest economic use our tideland acres, including frontage on existing and future waterways?

"The Todd shipyards are a factor in the probable bringing here of Puget Sound's first steel plant. An option on Tacoma tidelands has been taken.

"Industries employ men, men make homes, use land, spend money, create values. What happened to Manhattan Island, to Chicago, Los Angeles, to Cleveland in jumping from 254,000 population in 1900 to 560,000 souls in 1910 and 850,000 or more today? The answer is—people; people happened to them. Bring industries, center business here and people will happen to Tacoma, filling houses, creating great and more lasting prosperity than Tacoma has ever known, giving enhanced values to tidelands and every acre within and adjacent to this city. This is what the Todd yards and other shipbuilding means as factors in Tacoma's growth. They are timely, for in three years from today (only 1095 days) federal enumerators will be taking the 1920 census.

Other Plants Needed

"Tacoma ought to create plants for two other classes of ships (airships and land ships—freight cars). Gray Harbor ships through Tacoma to England and France the spruce lumber used in creating the entente allies' airships. For building freight cars at Tacoma the opportunity is as good as for shipbuilding.

"Forget not the reawakening in Tacoma of the co-operative spirit. The 10 Tacomans who pledged \$200,000 to the Todd company's stock thereby re-established the co-ordination of Tacoma brains and money on a large scale for the first time in 34 years—since the panic of '93. Mr. Todd has emphasized the spiritual side in creating fellowship among employees—in promising to train Tacoma's younger

T. Ind. Shipbldg-Sia-Tac-

MAR 5 1948

Keel for New, Steel Ship Laid Here, First Such Event in 17 Years

[illegible]

C. where first king of five-cv. type came from, and the latter, because of its being a new variety, was named "The Great White Cloud." The present king is probably the same as the one which was first observed in the district of the Great White Cloud. These new ones are now sent to let consumers know that the variety is not a new one. These new ones are now sent to let consumers know that the variety is not a new one. These new ones are now sent to let consumers know that the variety is not a new one.

Men and Machines Rushing Work at New Shipyard Site

Men and machines were turned loose on the tidelap site of the Tacoma-Seattle Shipbuilding Co. Friday. In three months a million dollars will have been spent, and Tacoma will have what it has missed for years—a shipyard, completely equipped and ready to go.

A telephone was installed at once, so there was nothing else to do but build an office around the phone. One of those prefabricated buildings of the John Dewart Lumber Co. then went up in a hurry. A tool shed was tacked together like magic.

A fence was begun. The construction company had moved up on pile driver. Fittion said his company planned to bring in another pile driver and work both at the same time.

Grade Parking Site. Woodworth & Cornell, Inc., a local contractor, had a small crew grading a road and setting out parking sites, while from one end of the site to the other, other men were laboring to clear up the debris of the old-time food refuse yard. Huge stacks of old timbers were piled in a dozen places, depicting the atmosphere with smoke as they burned.

Fittion said he had about 50 men working Friday, but the size of the crew will grow steadily as the project takes form. He again warned, however, that all hiring will be done through the unions, none at all on the site. Thus far, hiring has been done through a half dozen or more unions, including the pile drivers, carpenters, laborers, shovel runners and others.

Former Hobo Haven. The shipyard site, during the many years it was idle, had become a favorite "jungle," a haven for hoboes from everywhere. The men who follow the open road, via box cars and "pendolers," aren't there anymore and, in just a week or so now, newcomers won't recognize the place.

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DEC 3 1939

T. Ind. Shipldy -
Swa-Tac - 1917-43
THE TACOMA SUNDAY LEDGER

Entire Building Is Moved Here



To speed up construction of the Tacoma shipyard, a complete office building has been moved from Seattle, all ready to go, and Friday workmen were busy skidding it ashore from barges, on which it was floated to the Hylebos waterway. The building is a two story frame structure, 54 feet wide by 119 feet long, and formerly housed a bridge and structural steel company, so it will not be out of its element in a shipyard. Workmen were marveling at the ease with which the building has been handled putting it on the barges, as it is not out of line and the windows have not been broken.

1939

PAGE FORTY-TWO

Shipbuilding Revived by Requirements of United States Defense Program

Fifteen Hundred Men Now Employed at Plant of Seattle-Tacoma Company

For two decades after World War I this seaport was without a shipyard—but today a revival of the vital industry is spectacularly embodied in the Seattle-Tacoma Shipbuilding Corp., whose sprawling busy tideflat plant typifies as well the interests of national defense and a greater American merchant marine.

One of the largest enterprises launched, christened the Cap Alava of Tacoma. Within the short year from breaking ground for the industrial site, STSC pridefully created the shipyards and launched three ships and thereby set a new record. Meanwhile, contracts for construction of additional ships were awarded to STSC by both the navy and the maritime commissioner. Next to be completed are two troopships and then four merchant vessels, all 492 feet long and valued at over \$3,000,000 each.

The vast new industry has grown in a systematic chronological pattern with a record of swift achievement:

July 8, 1939—Organization of the Seattle-Tacoma Shipbuilding Corp., a subsidiary of the Todd Shipyards Corp.

Sept. 16, 1939—U. S. maritime commission awarded first contracts for construction of five cargo-passenger motorships. Those presently under construction, they are 413 feet overall and named for notable capes of the Pacific seaboard. Each costs some \$2,150,000.

Immediately thereafter construction was begun on the shipyard establishment of the million-dollar building facilities was accomplished by the General Construction Co. and the Seattle-Tacoma Shipbuilding Corp. jointly.

Aug. 5, 1940—Keel laid for the first vessel.

Aug. 1, 1940—First vessel

Such vessels will be 759 feet long, carry 1,000 passengers (or airplanes in time of war), cost more than \$25,000,000 apiece and require several years to build each. Tacomans may well view the undertakings of the STSC with a certain amount of wholesome awe and take considerable personal pride therein.

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THE TACOMA NEWS TRIBUNE

20 PAGES TODAY

TACOMA, WASH., MONDAY, SEPTEMBER 18, 1939

Splendid Site Where Tacoma Will Again Build Big Ships

[illegible]

T. 9nd. 2 shipyard - Sea-Tac. 1917-13

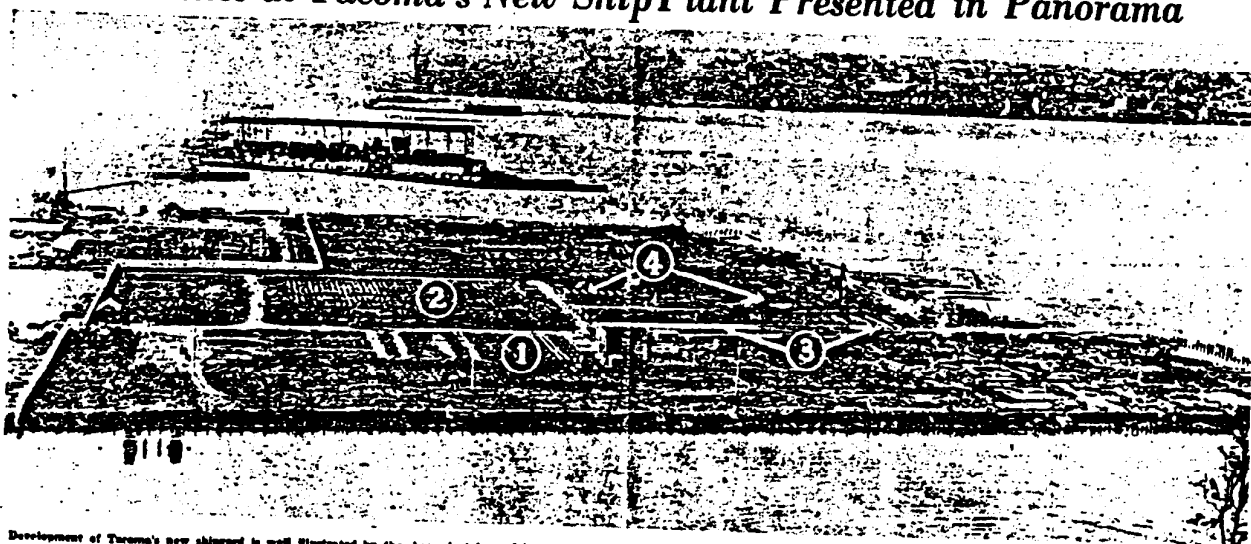
THE TACOMA NEWS TRIBUNE

28 PAGES TODAY

NOV 14 1933

TACOMA, WASH., TUESDAY, NOVEMBER 14, 1933

Activities at Tacoma's New Ship Plant Presented in Panorama



Development of Tacoma's new shipyard is well illustrated by the above photograph taken from the hill on the way to Brown Point. (1) is the site of the two-story pile shed and mould loft building for which concrete caps were poured on piling last week for foundation. (2) is to be the pile storage and assembly shed for which pile foundations have just been driven and workmen are about to place the concrete. (3) is the No. 1 crane ways which run east and west. (4) is the No. 2 crane ways. There will be two ship ways with three cranes each. One crane way between the two ship ways and one on each side can be utilized. The yard is being enclosed in a fence shown at the extreme left.

Start First Ship Way

Workmen Drive Piles

Start First Ship Way

Workmen Drive Piles for Structure 500 Feet Long

Piles are being driven this week on the first shipways for Tacoma's new shipyard. The piles are driven in rows, five feet apart and 11 piles to each row. The ways will be 500 feet long, sloping down into the water, and 95 feet wide. Piles are still being driven for the No. 3 crane way on the south side of the No. 2 shipway. Space for the No. 2 crane way, between the two ship-



ways is still being used as a road. Carpenters are busy getting out lumber for the two-story shop and mold loft building, but the concrete in the north side of the foundation is still to be poured. The 130-foot-long trusses for this building are being set up ready for erection as soon as the under structure is ready.

West of the shipways, foundations are still being set for the big plate and assembly shop, 200 by 350 feet in size. On this site, a derrick with a clamshell bucket is taking up parts of the old road yard foundation and putting them into dump trucks.

Ship Way Workmen Drive Piles for Structure 500 Feet Long

pany has 118 men working in the yard now, with the most modern powered equipment for doing everything from hand sawing and drilling to digging ditches for the water mains which are being laid to all sections of the yard.

"Nothing new, just grinding it out," is the comment of C. W. Filton, engineer in charge of the work, which means that his company is getting the yard ready for ship construction just as fast as men and equipment can do it. In the meantime, under the direction of R. J. Lamont, experiments are being carried on in plate welding at the Todd plant in Seattle with the possibility that the Tacoma built ships will have their shell plating entirely butt-welded instead of being lapped and riveted. Also under Mr. Lamont's direction plans are being completed for the ship construction. Steel plate and bar orders are being sent east as fast as the details are worked out.

THE TACOMA NEWS TRIBUNE, TACOMA, WASH.

TACOMA'S OWN STORE



OT H

2,000 Workers Busy On 5 Ships Building Here

T. and S. Shipbuilding Co. - Tacoma - 1917-1924
Cape Fairweather's Launching Will Be Delayed as Yard Is Not Ready to Lay Keel of First C-3 Vessel

JAN 27 1941

With five ships under construction, more than 2,000 men are now working at Tacoma's big steel shipbuilding plant, according to Walter Green, vice president and general manager of the Tacoma industry. Hull No. 4, to be christened the Cape Fairweather, will not be launched until about March 15, as the company will not be ready to lay the keel of the first of the C-3 boats until then.

As a result the Cape Fairweather will look a good deal more like a completed ship when she slides down the ways than any of the previous ships launched. It is handier to work on the ship in its present position than it will be after she is in the water, especially with three ships already tied up to the fitting out dock, so there is no hurry about putting her overboard, Mr. Green feels.

Dock trials for the Cape Alava, first vessel launched, will take place about the middle of next month. These will be followed by trial trips. Dock trials are made with the vessel securely tied to the pier to break in engines and make certain everything is in readiness before going to sea. Many local engineers are anxious to see the new power plant in operation, particularly the magnetic clutches

which connect the two diesel engines to the reduction gear on the single propeller shaft.

Some alterations must be made to the building ways before the larger C-3 boats are fabricated. The keel blocks must be extended shoreward to take the longer ships and the standing ways spread farther apart. Material for these ships is beginning to reach the Tacoma yard, but it will be some time before some plates necessary for early construction arrive and the management plans to ship some of these from the east by train instead of through the canal by boat.

Shipyard To Speed Output

T. and S. Shipbuilding Co. - Tacoma - 1917-1924
Workers in Tacoma Plant Will Start 48 Hour Week Next Monday

JUL 8 1941

In a move to speed up ship production, workers in Tacoma's big steel shipyard July 14 will start working a 48 hour week, six full eight hour days, for which they will receive the equivalent of 54 hours' pay under the coastwise agreement, it was announced Tuesday by Walter L. Green, manager of the plant.

This will be the same as adding 400 men to the present payroll of 2,100 men. This roll will be gradually increased from this time on until a peak of 8,000 is reached early in the spring of 1942.

In the meantime the shipyard is one of the busiest places imaginable. Three ways are in use now with three pile drivers setting down foundations for five more ways and an equal number of crane tracks. It takes a lot of material to build three ships at once and this is rolling into the yard in orderly confusion and being worked up almost as fast as it lands.

The plate shed is being extended south to the edge of the yard and trusses for this construction are silhouetted against the sky.

New Machine Shop

Over on the northeast end of the yard a new machine shop is being erected where it will be handiest to the outfitting piers and back of it a new warehouse is taking deep shape. The second outfitting pier is in use and a third one will be built as soon as the pile drivers of the General Construction Co., which is handling all of the building as it did that of the original yard, can be released from the ship way foundations. This third pier will be on line with the northeast side of the yard.

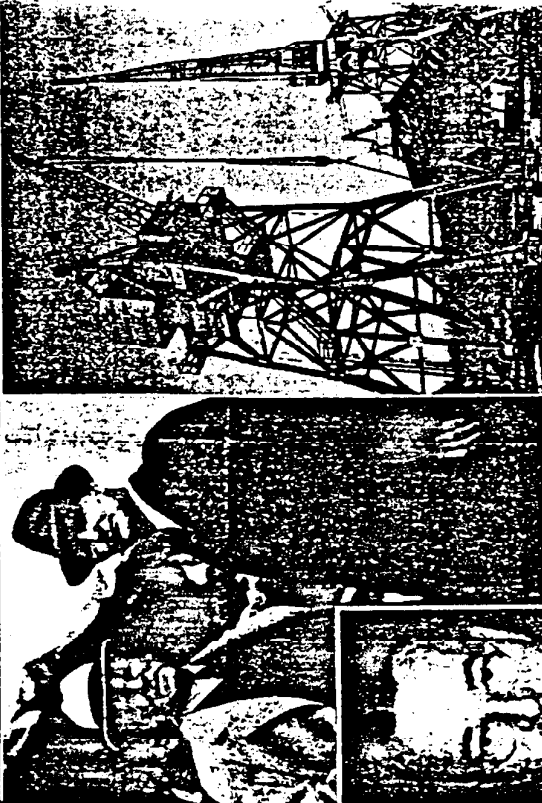
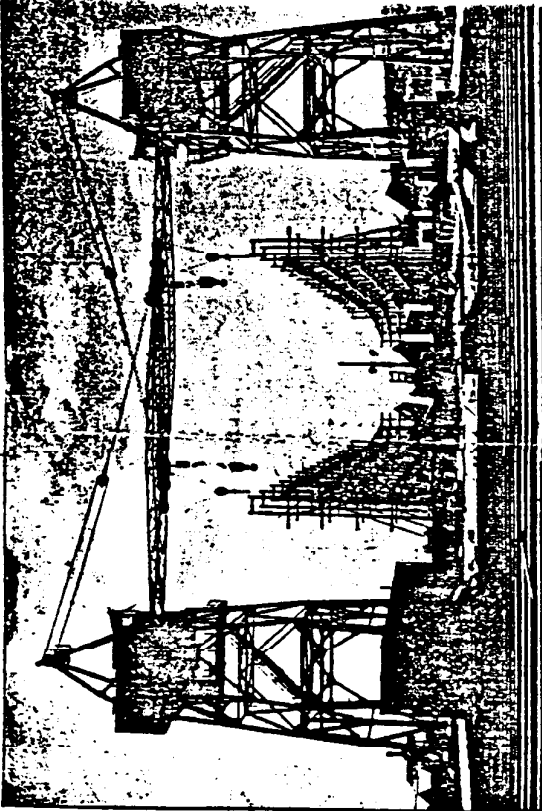
(Continued on Page Two)

duplicating their equipment, and hiring their men away from them. This, Mr. Green believes, is the way to speed up work in the emergency and he will continue to farm out all of the work he can get done.

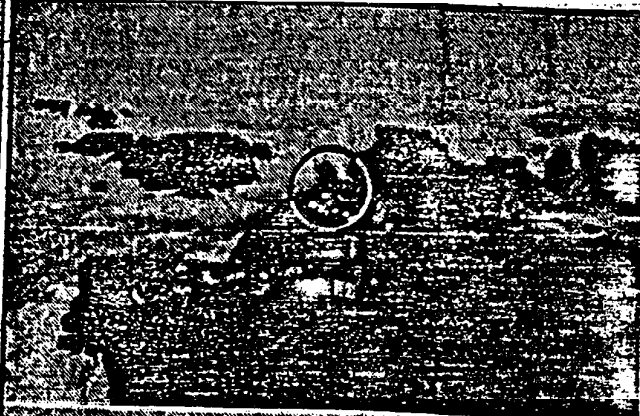
The present shipyard office is being remodeled for use of government inspectors. A new building that is to be used as a restaurant is under way. The company's new factory will be used for the office and warehouse.

The Tacoma Times

Ship Building Looms Large on Economic Horizon



Tacoma's newest big industry and most vital contribution to the national defense, the Seattle Tacoma Shipbuilding Corp., is one of the key factors in Tacoma's industrial development. Above, two of the gigantic derricks are shown in fore one of the highways; at the lower, a pair of derricks juggle a 30-ton section of prefabricated steel. Lower left—building Corp., a Todd subsidiary. Meet in Walter L. vice president and man-

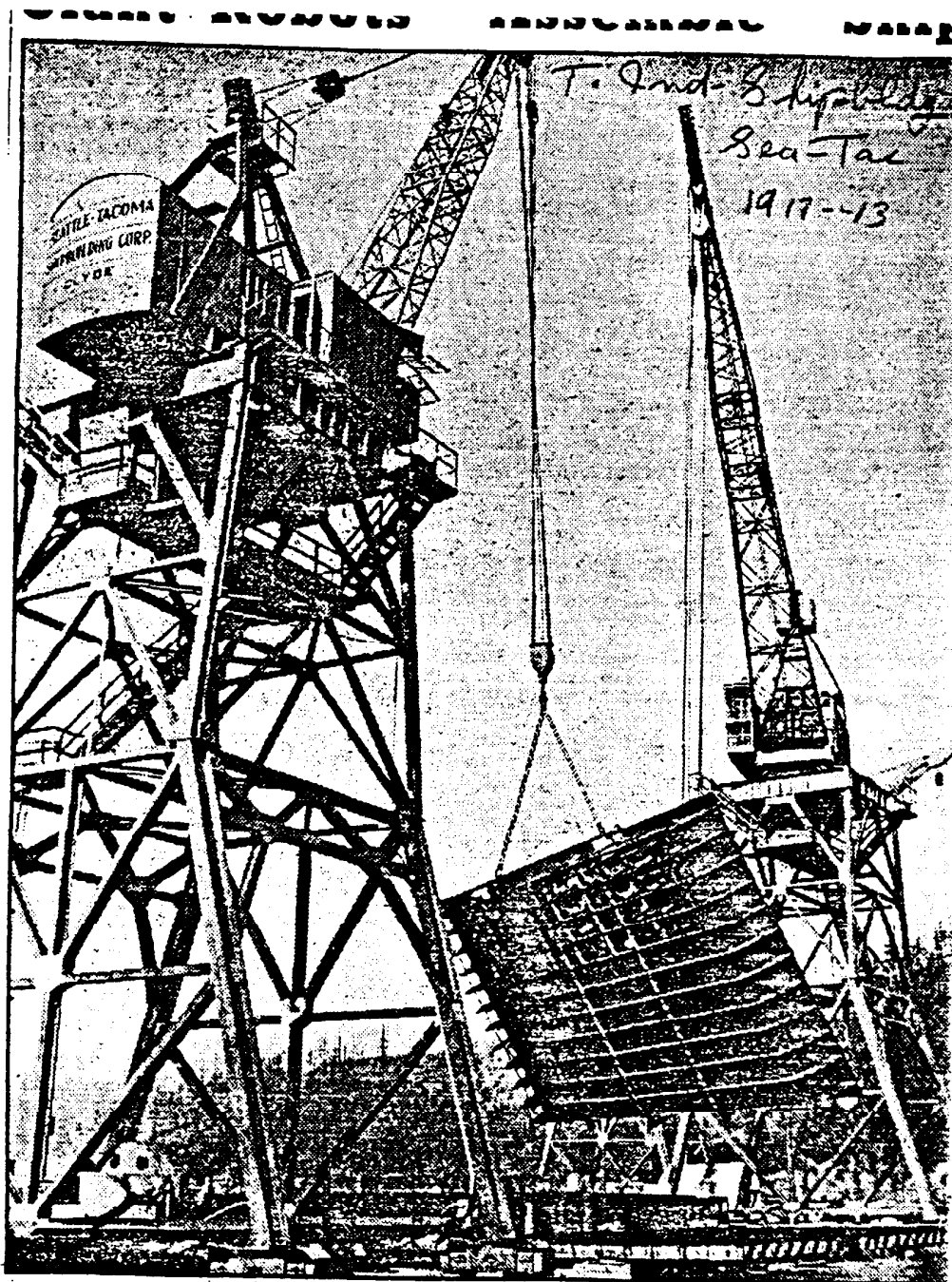


Cape Flattery, a Northwest landmark known and respected by many a mariner, and the newest of merchant ships. Rugged, grim, isolated and often storm-swept, the United States' northwesternmost lighthouse (encircled) is the sentinel beacon faithfully guiding ships safely where Puget Sound joins the sea.

SEP 27 1940

Honoring that famous headland is the 416-foot motor-ship Cape Flattery which will be launched at 1:30 p.m. Saturday at Seattle-Tacoma Shipbuilding Corp. yards. A swift, ultra-modern merchant vessel, the Cape Flattery is being built for the U.S. Maritime commission and will be christened by Mrs. Clarence D. Martin, wife of Washington's governor.

It is the second launching at the STSC shipyard, five such vessels are to be completed there. Apparently disabled, the Cape Flattery nevertheless is more than half finished—already in place are two 2,000-horsepower diesel engines, all-steel deckhouses for accommodation of 33 seamen and 48 passengers, a house-like cargo mast and rigging. The Cape Flattery will cost \$2,700,000, a prodigious sum, and a prominent Northwest landmark known the world over. Cape Flattery.



Work is going ahead rapidly at Seattle-Tacoma Shipbuilding Co. yards on the tideflats on construction of the first \$2,127,000 C-1 cargo ship.

The picture above, snapped by a Tacoma Times photographer, shows two big whirly cranes setting a 35-ton section of the double bottom and tank top in place in the ship. Formerly, plates were riveted together by workmen, piece by piece, on the bottom of a ship. A new method was employed at the tideflats plant, however. Plates were first all welded together, making the mammoth 35-ton section, then set in place by the huge cranes. This method results in speedier and sturdier construction.

Before this operation is completed, there will be 16 of these sections in all. Shipyard officials explained that in case the ship should run aground and a hole made in the bottom of the vessel, tank tops serve as a second bottom.

Under a contract awarded by the U. S. maritime commission, the Seattle-Tacoma Shipbuilding Co. will build five C-1 cargo vessels, each to cost \$2,127,000.

MAR 21 1940

Big Permit Taken Out

TNT
Shipyard Files Paper
for \$375,000 Ex-
pansion

AUG 5 1941

Visible proof of the tremendous expansion of the steel shipyards on Tacoma's tideflats, where five new ways are being added to the three now in operation, came Wednesday morning when the Seattle-Tacoma Shipbuilding Corp. took out a new \$375,000 building permit with Building Inspector C. S. McCormick.

The permit calls for an addition to the shipyard, warehouse, a parts shed, acetylene building, steel shed, main office and wash room. The permit was issued to the General Construction Co., contractors, and was signed for by Fred Maurman.

The permit called for a \$375 fee, and incidentally, Maurman had to walk up the city hall stairs to the fifth floor to get the permit and pay the \$375 because the ancient city hall had no elevator out of order.

The \$375,000 expansion must be completed by August 1, 1942.

City Engineer J. C. O'Connell

Cornick, M. J. O'Connell, issued Tuesday included:

\$7,000 residence at 3626 North 10th street to M. L. Hacket of 608 South Adams; \$5,000 residence at 3807 North 39th street to J. R. M. Fisher of 3101 North 29th street; \$2,300 residence at 5820 South Alaska to H. C. Johns of Rt. 1, Box 149; \$3,100 residence at 1002 South Oakes to DeJong of 433 Tacoma avenue, and \$5,500 residence at 4518 North Cheyenne to A. H. Johnson of 618 South 13th street.

WORK SATURDAY TNT AT SHIPYARDS

Saturday was a long day at the Seattle-Tacoma Shipbuilding company as all of the crews started Saturday morning on the new six-day week schedule and worked eight hours. Everyone was in on the new arrangement from Mrs. Grace Copeland, who runs the switchboard so efficiently, to Walter L. Green, manager.

The new schedule will be carried through all shifts and, beginning Monday night, a full third crew will be put on. There has always been a third shift, known as the "graveyard shift," but this has been largely a clean up crew to keep the yard in shape and shift materials while the yard was clear of men.

JUL 12 1941

Navy Buys Tideflats Tracts

T. Ind. & Shipldg,
8 12-Tac 1917-93
Acquires Nearly 50

Acres Designed to
Permit Expansion of
Sea-Tac Shipyards

THE U. S. navy has acquired five additional tideflats tracts, totaling almost 50 acres, for expansion of the Tacoma division of the Seattle-Tacoma Shipbuilding corporation.

An order of possession, signed by Judge Charles H. Leavy, who is holding court in Seattle, was filed in the office of the federal court clerk here Wednesday, giving the navy title to the land in fee.

It was reported that the increased facilities will result eventually into the payroll of the Tacoma shipbuilding plant being increased to 45,000 employees.

Acquisition of the property was ordered in Washington, Saturday, by Secretary of the Navy Frank Knox.

The tracts are numbered 1 to 5 on the official documents which list the former owners as J. G. Dickson, trustee, (Cascade Lumber company), city of Tacoma, county of Pierce, Kanasket Lumber company, Puget Sound State bank, T. O. Johnson and Mrs. Johnson, George Babare and the Foss Launch & Tug company.

Tract No. 1 is a rectangular piece 1065 by 660 feet on the east side of Alexander avenue, beginning about 1,000 feet south of 11th street, and containing 16.1 acres. It runs almost to Lincoln avenue. According to the map of the project, this tract has been labeled "Outside Storage."

Tracts No. 2 and No. 3 are known as Cascade Timber prop-
(Continued on Page Two)

Navy Now Rules Yard

Completes Work of
Taking Over Super-
vision of Plant

MAY 1-1942

Naval officers added to their duties at the Seattle Tacoma Shipbuilding Corp. plant Friday morning, the supervision of all of the work in the yard except on two freighters which are still being retained by the maritime commission.

C-3 freighters being built at the plant have been taken over by the navy and are being completed under navy supervision, and it was decided to have the navy supervise construction from the keel up, changing some of the design to suit navy purposes. This will expedite their completion for navy use. Lieut. W. W. Wales, supervising constructor, believes. He expects several men to be added to his force from Bremerton to handle the extra inspection work.

Two of the C-3 freighters which are well advanced in construction will be retained by the maritime commission which made the original contract with the big Tacoma plant. H. F. Lally, assistant manager of the plant, states. Navy supervision in the plant was due to increase later in the month in any case, as the first two of five tankers under contract for the navy will be laid down then.

As far as the plant management itself is concerned there will be no change, and the average workman in the yard will not see any difference in the plant operation. Loft work on the navy tankers and completion of recently launched freighters has been going ahead under navy supervision which will now be expanded to cover more of the yard work.

New Department Aids Workers at Shipyards

Eighteen months ago the Seattle Tacoma Shipbuilding Corp., Tacoma division had a total payroll of less than 3,000 men. Today that payroll is 23,000. To assist and help these 25,000 men and women in their problems of housing, transportation, gas and tire rationing the STSC has instigated a new department under its own roof—"The Employees' Relations Building." NOV 30 1942

At present this department has been certifying supplementary gas ration applications for shipyard employees. Dickson G. Trenholme, public relations supervisor, is in charge of the current rationing problem at the shipyards with a capable staff of 25 women employees. Plainly marked are the 20 open windows, each staffed with a trained and informed girl, to answer all questions and to assist with problems.

Another thing employee relations is trying to solve is housing needs. Applications for government homes are listed.

Acquires Almost 50 Acres on Tideflats for Shipyards

(Continued From Page One)

erty. They are adjacent and are located on the west side of Alexander avenue, north of 11th street. The shipyard company has been using this property under lease for steel storage.

The Cascade Timber tracts have a total area of 24.55 acres.

Tract No. 4 is known as the Babara tract and is the site of the former Babara wood shipyard. It faces on East 11th street and also on Hylebos waterway and is east of the receiving station recently built by the navy at the corner of East 11th street and Alexander avenue.

Tract No. 5 is owned by the Foss Launch & Tug company and has a frontage on both Hylebos waterway and East 11th street. The combined area of tracts No. 4 and 5 is 7.8 acres.

The papers of the court action do not state what the property will be used for, except that the expansion of the shipbuilding company is essential for the successful prosecution of the war.

ROUTE SLIP

Code of Originating Section

Initialed by

Date _____

REMARKS:

Revision Number	INITIALED	DATE	REMARKS
5/57p	CLP	6/19/44	Amendments attached to separate rent rep CLP/157p
24p	✓	✓	

6130297

DATE—SERIAL NUMBER

ENCLOSURES

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FILE
DATE

6/19/44

CROSS FILE

File No.

Om/Tadd Pacific

16-20035-1 U. S. GOVERNMENT PRINTING

Secretary of State

Assistant Secretary of State

TODD PACIFIC SHIPYARDS INC.

A SUBSIDIARY OF TODD SHIPYARDS CORPORATION

GENERAL OFFICES

P. O. BOX 3387

SEATTLE 14, WASHINGTON

June 10, 1944

From: Todd Pacific Shipyards Inc.
2400-11th Ave., S. E.,
Seattle, Wash.

To: U. S. Department of Navy,
Bureau of Ships,
Washington, 25, D. C.

Subject: Change in Contractor's Corporate Name.

References: (a) Contracts between Department of Navy, Bureau of Ships, and Seattle-Tacoma Shipbuilding Corporation, designated as follows:

- ✓ Contract NOd-1502, dated September 9, 1940
- ✓ Contract NOd-1511, dated September 9, 1940
- ✓ Contract NOd-1760, dated March 3, 1941
- ✓ Contract NObs-180, dated May 1, 1942
- ✓ Contract NObs-315, dated August 4, 1942
- ✓ Contract NObs-329, dated August 7, 1942
- ✓ Contract NObs-776, dated September 9, 1942
- ✓ Contract NObs-779, dated September 21, 1942
- ✓ Contract NObs-924, dated January 25, 1943
- ✓ Contract NObs-1061, dated April 28, 1943
- ✓ Contract NObs-1390, in process of negotiation and execution.
- ✓ Contract NObs-1509, in process of negotiation and execution.

(b) Ltr dated 5 May 1944 from Seattle-Tacoma Shipbuilding Corp. to BuShips. RID:G

(c) Ltr dated 25 May 1944 from BuShips to Seattle-Tacoma Shipbuilding Corp. QM/Seattle-Tacoma (157p).

1. Acting in compliance with reference (c) above, we hand you herewith in triplicate, certified copies of resolutions of Shareholders and of the Board of Directors of this corporation, enacted as of April 24, 1944, together with certified copies of the filing of amendment to Articles of Incorporation as issued by the Department of State, State of Washington.

2. It is our assumption that upon receipt of the enclosures you will prepare and forward for our acceptance amendments to the contracts listed as in reference (a) above.

Very truly yours,

R. L. Dalton
Secretary

6130297

Secretary of State

By *Ray J. Georman*
Assistant Secretary of State

ENCLOSURES RECEIVED IN 243

RID:G
Enc.

Extract from the Minutes of special meeting of Shareholders of SEATTLE-TACOMA SHIPBUILDING CORPORATION, held at the offices of the corporation, Seattle, Washington, at 10 o'clock a. m.; April 24, 1944.

"RESOLVED: That Article I of the Articles of Incorporation of SEATTLE-TACOMA SHIPBUILDING CORPORATION shall be amended by deleting from the Articles of Incorporation the said Article I as now written and by substituting therefor the following:

ARTICLE I

The name of the corporation is:
TODD PACIFIC SHIPYARDS INC.

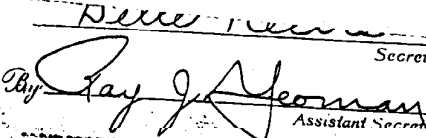
BE IT FURTHER RESOLVED: That the President and Secretary of the corporation be and they hereby are authorized and directed to execute Articles of Amendment to the Articles of Incorporation as herein provided, and to cause such Articles of Amendment to be filed in the manner provided by law.

BE IT FURTHER RESOLVED: That the Board of Directors and the officers of this corporation be and they hereby are authorized, empowered and directed to take such action as in their opinion may be deemed necessary or desirable to carry into effect the action directed by or arising by reason of the resolutions enacted at this meeting."

I hereby certify the above extract to be a true and correct copy of the minutes of the special meeting of Shareholders of Seattle-Tacoma Shipbuilding Corporation as recorded in the records of the corporation.


(R. L. Dalton)

Secretary


Secretary of State

Assistant Secretary of State

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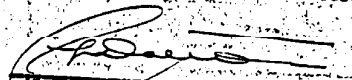
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(R. L. Dalton)
Secretary


Secretary of State


Assistant Secretary of State

Extract from the minutes of special meeting of the Board of Directors of SEATTLE-TACOMA SHIPBUILDING CORPORATION, held at the offices of the corporation, Seattle, Washington, at 11 o'clock a. m., April 24, 1944.

"RESOLVED: That the President and the Secretary of the corporation be and they hereby are authorized and empowered to execute Articles of Amendment to the Articles of Incorporation as instructed and directed in the minutes of the Shareholders' meeting of April 24, 1944, as read at this meeting, and to cause such Articles of Amendment to be filed with the proper authorities in the manner provided by law."

"RESOLVED: That the officers of the corporation be and they hereby are authorized and directed to take such action and do all of the things necessary, or in their opinion desirable, to make effective the change in corporate name of the corporation, including but not limiting the action to the due notification of and agreement with governmental agencies, vendors, subcontractors and others with whom the corporation may have contractual relations: to give proper advice and recording to governing and authoritative bodies and other interested parties: to make such changes in establishing the newly authorized name of the corporation in the carrying on of its business, under such new identity, as may be considered necessary; and to incur such expense as may be incidental thereto."

I hereby certify the above extract to be a true and correct copy of the minutes of the special meeting of the Board of Directors of Seattle-Tacoma Shipbuilding Corporation as recorded in the records of the corporation.

(R. L. Dalton)

Secretary

Belle Keene

Secretary of State

By Ray J. Neuman

Assistant Secretary of State

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I hereby certify the above extract to be a true and correct copy of the minutes of the special meeting of the Board of Directors of Seattle-Tacoma Shipbuilding Corporation as recorded in the records of the corporation.

(H. L. Dalton)

Secretary

Witness my hand and seal of the State of Washington at the Capitol Building, this _____ day of June, 1944.

Belle Reeves

Secretary of State

Ray J. Neuman

Assistant Secretary of State

United States of America
State of Washington

DEPARTMENT



OF STATE

TO ALL TO WHOM THESE PRESENTS SHALL COME

I,

BELLE REEVES

Secretary of State of the

State of Washington and custodian of the Seal of said State, do hereby
certify that the annexed is a true and correct copy of the Amended
Articles of Incorporation of Seattle-Tacoma Shipbuilding Corporation,
changing its corporate name to TODD PACIFIC SHIPYARDS INC., as received
and filed in this office on June 1, 1944; and I further certify
that the above named corporation is in good standing with all annual
license fees paid to the end of the fiscal year, June 30, 1944.

In Testimony Whereof, I have hereunto set
my hand and affixed hereto the Seal of the State of
Washington. Done at the Capitol, at Olympia,
this 2nd day of June A.D. 1944.

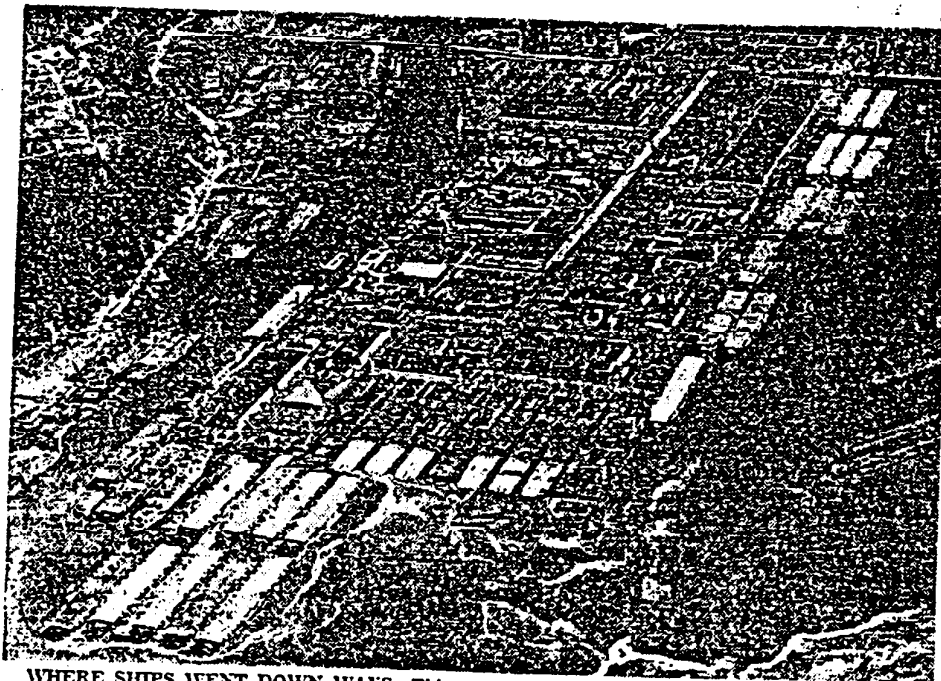
Belle Reeves

Secretary of State

By Ray J. Geoman
Assistant Secretary of State

SUNDAY, MARCH 10, 1957 *TNT T. J. Jackson*

Shipyard Rumors Revive Chronicle Of Tacoma Achievement in 2 Wars



WHERE SHIPS WENT DOWN WAYS—This aerial view of the Tacoma Naval Station shows the giant plant of the Todd-Pacific shipyards which turned out 73 major vessels before and during World War II. Topac, as it was called, played a big part in local population trends, and is partly responsible for the city's growth during the decade of the '40s, for at times as many as 28,000 workers were employed.

T.9 and 8 kph 1/2, 24-Tue, 1944-

THE NAVY'S HOME FRONT

Navy Day, 1945

HOME EDITION The Tacoma Times

VOL. 42, NO. 268 TACOMA, WASH., SAT., OCT. 27, 1945 5c PER COPY

The picture above shows one of Tada People's viewpoints on Commencement Bay, Tacoma harbor, is the first to be released for publication from the yard's collection long before the war.

Shipped by a navy plane at an altitude of 1,000 feet, the photo is being sent over the great, sprawling shipbuilding activity. It depicts features formerly viewed only in Tacoma, but now only by passing overcast.

At far left is shown the Port of Tacoma pier, at far right the bridge across Hyakus highway. The third pier is on the entrance in front of which, during an area of approximately 200 acres, where during the war a total of 14 barges were launched and where of the ship of production some 20,000 workers lived in the war.

The big National center, 11th street, is the largest shipyard in the world. In the foreground, on the right side of 11th is the big shipyard of the navy. The shipyard is the largest shipyard in the world. In the foreground, on the right side of 11th is the big shipyard of the navy. The shipyard is the largest shipyard in the world.

A huge battleship, shown in the foreground, is the largest shipyard in the world. In the foreground, on the right side of 11th is the big shipyard of the navy. The shipyard is the largest shipyard in the world.

The big National center, 11th street, is the largest shipyard in the world. In the foreground, on the right side of 11th is the big shipyard of the navy. The shipyard is the largest shipyard in the world.

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The big National center, 11th street, is the largest shipyard in the world. In the foreground, on the right side of 11th is the big shipyard of the navy. The shipyard is the largest shipyard in the world.

the bridge which spans Hyakus highway, with the shipyard in the foreground. The shipyard is the largest shipyard in the world. In the foreground, on the right side of 11th is the big shipyard of the navy. The shipyard is the largest shipyard in the world.

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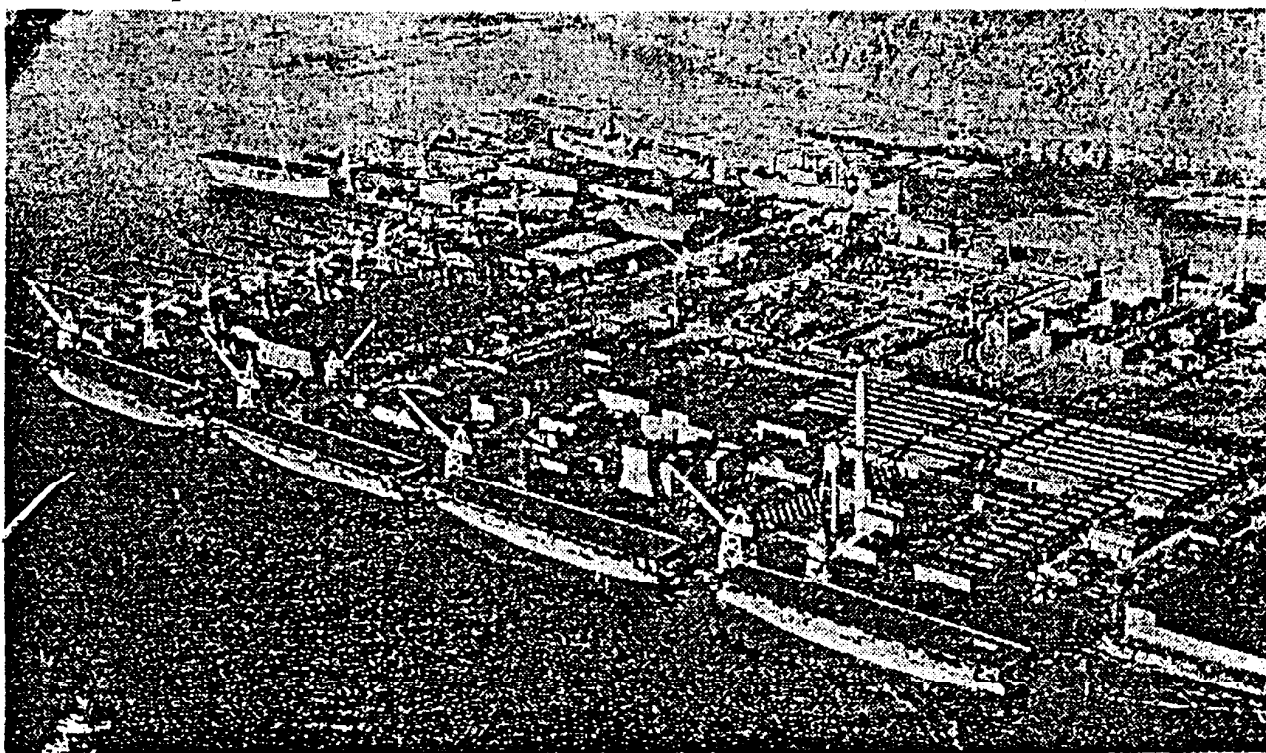
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The big National center, 11th street, is the largest shipyard in the world. In the foreground, on the right side of 11th is the big shipyard of the navy. The shipyard is the largest shipyard in the world.

1,000 feet. By comparing these two views, you can see the difference in the shipyard. The shipyard is the largest shipyard in the world. In the foreground, on the right side of 11th is the big shipyard of the navy. The shipyard is the largest shipyard in the world.

The big National center, 11th street, is the largest shipyard in the world. In the foreground, on the right side of 11th is the big shipyard of the navy. The shipyard is the largest shipyard in the world.

Topac Soon Will Be "U. S. Naval Station"



Pictured above is a new aerial view of Todd Pacific Shipyards, soon to be taken over entirely by the navy and then to be known as U. S. Naval Station, Tacoma. In charge of the Tacoma group, 19th fleet, is Capt. S. W. Calloway, USN. Photograph shows five of

shipyard for repairs. Eventually there will be 30 carriers berthed at the naval station, with crews remaining in the city while repair work is being done. Notice, at left of picture, the ways have all been removed. Carriers shown

USS Boque. Tacoma-built baby flattop, which participated with the Todd-built USS Card in fighting Nazi wolf packs in the Atlantic; the Admiralty Island, the Tanaka Bay and the Maccassar Strait, all Kaiser-built carriers; left side

built on the east coast, and at the top of the photo are the last of the warships being built at Todd Pacific—left, the carrier USS Tintin and destroyer tender Isle Royale. Since the photo was taken the Altamah berthed next to the Long Island. (Aero-Marine Photo)

Reveal How Naval Station Will Operate

T. Ind. & Shipbldg.
800-Tac, 1944-

1,285 Workers to
Man New Setup for
Todd Pacific Yard

FEB 7 - 1946

Approval of a public works project amounting to \$2,229,000 to provide extensive berthing facilities here for vessels of the inactive U. S. fleet was announced Thursday by U. S. Sen. Warren G. Magnuson in a telegram to The Tacoma Times.

Coincident with Sen. Magnuson's announcement, unofficial but reliable reports emanating from Washington revealed for the first time how the U. S. naval station, at Tacoma, as the installation has been designated, will operate when and title to the Todd Pacific shipyards, also has been transferred to the navy.

As it now stands, 27 auxiliary aircraft carriers — either constructed at the local shipyards or of similar design — and one transport will be berthed here permanently, it has been reported. Just how soon the naval station will be activated in fact has not been made known. Transferring the title is now pending in federal court here and involves "swapping" of some property in Seattle to the Todd Pacific shipyards in exchange for property here.

According to the information, there will be approximately only 350 civilians employed at the station, whereas at the peak of shipbuilding activity there were some 27,500 workers, a number that has shrunk to approximately 10,000 since cessation of hostilities.

935 NAVY PERSONNEL

However, there will be approximately 935 naval personnel attached to the station, of whom perhaps 85 will be officers.

The civilian employees, who will enjoy civil service status, will be composed of guards, fire brigades, skilled mechanics and maintenance men, and they will keep the physical plant in readiness for operation. All equipment now in use at the shipyard will be retained.

Of the service personnel, it was reported approximately 20 officers and 125 enlisted men will be assigned.

(Continued on Page 2, Column 6)

or to the buildings, equipment and piers. Aboard the ships which will be tied up, 40 officers and 300 men are slated to be assigned.

27 SHIPS PLANNED

Of the 27 fighting vessels to be berthed here, it is said that five will be maintained in "limited" commission, ready to go to sea at all times. In addition to the other naval personnel, it is estimated that five officers and 50 enlisted men will be stationed on each of the ships.

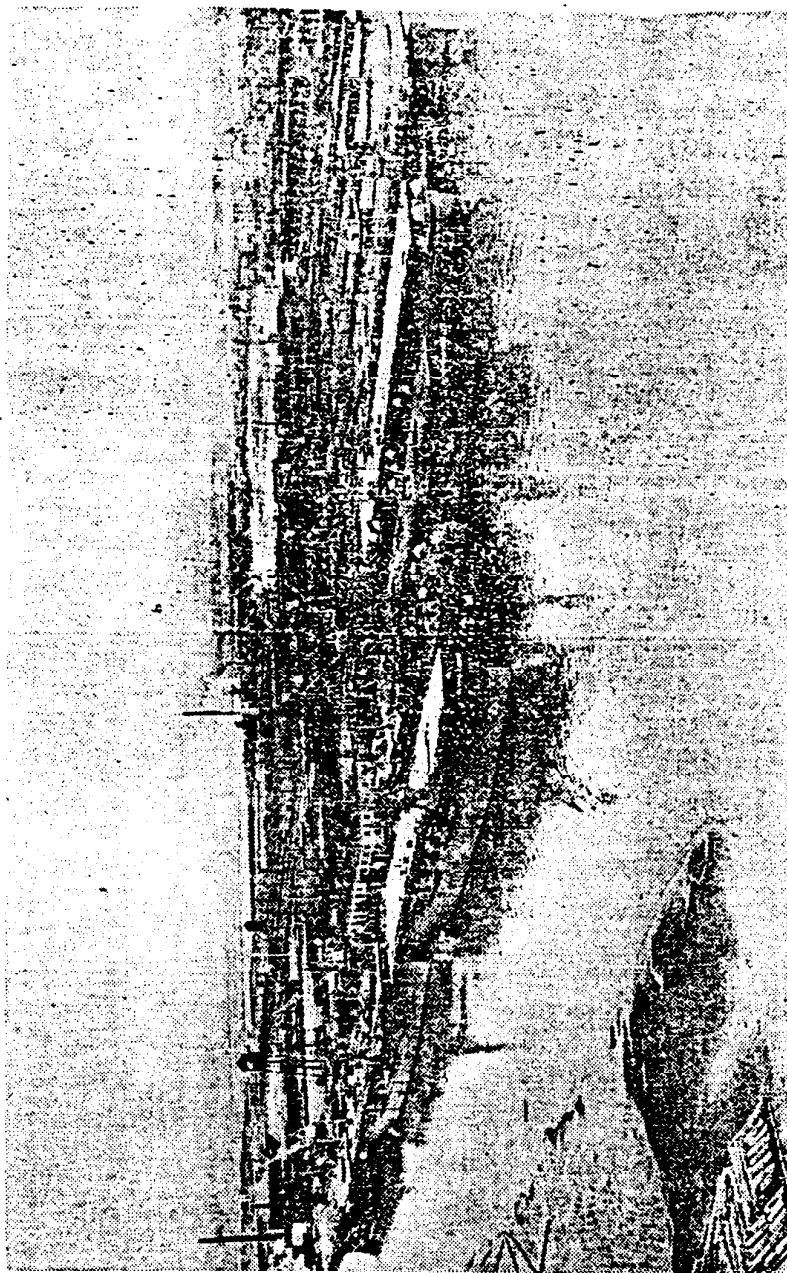
The troop transport will provide "hotel" accommodations for the navy men of the station.

Approval of the project, as Sen. Magnuson was advised, followed on the heels of a request from the Tacoma Chamber of Commerce to Washington officials that \$800,000 of the amount be released at once in order that necessary dredging operations might begin soon. The chamber, in turn, had acted on the request of Adm. Randall Jacobs, commandant of the 13th naval district, to urge release of the money. The balance of the \$2,229,000 will be used for an entire new pier and extensions of the present pier and for pier repair, electrical and sprinkle systems, and moorings and fittings.

Chamber representatives have been urging the berthing of a large floating drydock here also, to use to best advantage the 192 acres of property and one and one-quarter miles of waterfront at the site. Sen. Magnuson said the entire project definitely has been approved, and is subject only to changed conditions.

JUN 9 1946

THE TACOMA SUNDAY LEDGER-NEWS TRIBUNE



Todd Shipyard Today—Where 30,000 shipbuilders worked like hammers to build fighting ships during the war, these workers are today busy wrapping the ships they built in moth balls on the same site, in a deactivating program which will assure to America an ever-ready fleet in time of peril. Many of these Tacoma built ships languished themselves in battle, returning to this port when the war was won. The above latest airview shows seven ships in the foreground being deactivated at Todd's by a force of 2,000. Other ships, chiefly aircraft carriers, are being deactivated at other yard berths. This airview, taken this week by an Aero-Marine Photos cameraman from

a float plane of the Bannock Charter Service, was snapped as the plane came in from the northeast over Hydrex, waterway. The ships in the photo from, left to right, are the Windham Bay (CVE 92), Vella Gulf (CVE 111), Commencement Bay (CVE 105), San Roynde (AD 55), Rabaul (CVE 13), Tinian (CVE 123), and Thetis Bay (CVE 90). In the far background are the flight decks of the carriers Cape Hornier (CVE 109), Nassau (CVE 16), Takanis Bay (CVE 89), and Fanshaw Bay (CVE 70). Other carriers here for deactivating and not in the photo are Albatross (CVE 18) at the Commissioning Barracks and the Cochise (CVE 12) and Makassar Strait (CVE 91) at the Baker docks.—Exclusive marine airview copyright by Aero-Marine Photos.



Santa
RECEIVED
JUL 21 1994
BOGLE & GATES

Hylebos Cleanup Committee
c/o Norman D Webb, Chairman
General Metals of Tacoma
4927 NW Front Avenue
Portland, Oregon 97210

July 20, 1994

Re: Investigative Report of the US Navy's activities along Hylebos Waterway

Dear Norm:

Over the last few months the Port's student intern, Chris Kovac has researched the U.S. Navy's activities as it may relate to contamination of Hylebos Waterway. Enclosed is a draft report completed by Chris. I'd like to discuss the possible use of this report at the next HCC meeting.

Sincerely,

A handwritten signature in cursive script, appearing to read "Suzanne Dudziak".

Suzanne Dudziak
Environmental Program Manager
SD/sd

cc: Robert Goodstein
HCC Members
Paul Fuglevand

PRIVILEGED AND CONFIDENTIAL

DRAFT

CONFIDENTIAL

INVESTIGATIVE REPORT
OF THE EXTENT OF
ACTIVITIES OF THE
U. S. NAVY
ALONG THE HYLEBOS WATERWAY
TACOMA, WASHINGTON

JUNE 3, 1994

PRIVILEGED AND CONFIDENTIAL

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8.	COMMON PRACTICES OF SHIPYARD ACTIVITIES (1940's & 1950's)	4
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10.	CONCLUSIONS	6
11.	APPENDIX	

PRIVILEGED AND CONFIDENTIAL

INTRODUCTION

This investigative report has been prepared to estimate the extent to which the United States Navy (the Navy) through its operations at the site of what is currently known as the Port of Tacoma's Industrial Yard (the site) has contributed to the historic contamination of sediments in the Hylebos Waterway. In November of 1989, the Navy released a report of its contributions of potentially of hazardous substances to the Commencement Bay Nearshore/Tideflats Superfund Site in Tacoma, Washington.¹ In the aforementioned report, the Navy claims that its contributions of any hazardous substances to the Hylebos Waterway were "minimal in amount and toxicity."² This report evaluates the information provided by the U. S. Navy and it evaluates other historic information available on the former Navy operations as it pertains to contamination of the Hylebos Waterway.

PURPOSE AND SCOPE

The purpose of this report is to summarize historic information on the U. S. Navy's operations as it pertains to potential contamination of the Hylebos Waterway. The scope of this report included the collection and review of information from the Tacoma Public Library's Historical Collections, Tacoma, Washington, the National Archives and Records Administration, Seattle, Washington, the U. S. Environmental Protection Agency Library, Region 10, Seattle, Washington, the University of Washington Engineering Library, Seattle, Washington, and records from the Port of Tacoma's files.

BACKGROUND

In May of 1989 the United States Environmental Protection Agency (EPA) issued a General Notice letter to the potentially responsible parties (PRPs) mandating the cleanup of the identified contaminated areas of the Hylebos Waterway. The Navy operated a shipyard at the end of the Hylebos-Blair Peninsula from 1942 to 1959. The Navy, a recipient of the General Notice letter, responded with a report, "Records Search, Potential Hazardous Substance Contributions to Commencement Bay Nearshore/Tideflats Superfund Site by Naval Activities in the Commencement Bay Area, Tacoma, Washington" completed in November of 1989, in which the Navy claims that its contributions of any hazardous substances to the Hylebos Waterway were "minimal in amount and toxicity."³

PRIVILEGED AND CONFIDENTIAL

DESCRIPTION OF THE SITE

The site of the U. S. Naval Station Tacoma and the U. S. Navy Tacoma Group, Pacific Reserve Fleet, now known as the Port of Tacoma's Industrial Yard, includes approximately 170 acres of land extending northwest on the Hylebos-Blair Peninsula from East Eleventh Street. The site has its northeastern shore along the Hylebos Waterway, its southwestern shore along the Blair Waterway (formerly the Wapato Waterway), and its northwestern shore along Commencement Bay. Approximately 15% of the property or 25.5 acres on the peninsula northwest of East Eleventh Street was occupied and used by other businesses. Those businesses included Hooker Electrochemical Company, Fletcher Oil Company, and Maxwell Petroleum Company. The remainder of the property was utilized under the supervision of the Navy. The site currently consists of the Port of Tacoma's Industrial Yard, Occidental Chemical Company, PRI Northwest, Inc., and the U. S. Government Naval and Marine Reserve Center. The site is flat and approximately 54 acres of what was Navy-operated land drains toward the Hylebos Waterway

HISTORY OF THE SITE

In 1917 the site was first developed into a shipyard by Todd Shipyards in response to the need for ships for World War I. Twenty-five cargo ships were built, followed by the construction of three fast cruisers for the Navy. The shipyard was described as one of the largest shipyards in America and in the World.⁴ "...During the World War [I] and early in the '20's thousands of men erected freighters and scout cruisers as fast as they could be turned out."⁵ In 1925 after a nation-wide shipbuilding slump all operations at the site ceased.

In 1939 with the threat of a second world war the shipyard was rebuilt and again put into operation. The new shipyard used the design of the World War I yard as "a pattern in miniature" for its construction to meet the demand for ships in World War II.⁶ In October of 1939 the construction to rebuild the shipyard was underway. By March of 1940 two ship ways were complete and the first hull was laid. Within a year of groundbreaking for the shipyard, Todd Shipyard subsidiary Seattle-Tacoma Shipbuilding Corporation built the shipyard and launched three ships.⁷ In January of 1941 five ships were under construction and over 2,000 men were working at the shipyards.⁸ By summer of 1941 three ship ways were in use, five more were under construction, and the work week was increased to 48 hours for the three shifts of workers.⁹ In November of 1942 the payroll was up to 23,000 employees.¹⁰

The Navy, in order to expedite production of ships for its purposes, took over supervision of all of the activities at the site in 1942.¹¹ At the peak of production, approximately 30,000 workers were employed at the site and a total of seventy-four warships were launched between the rebuilding of the shipyard in 1939 and the time shipbuilding ceased in 1945.¹² (see page A-6) In 1946 the Navy designated the site to become the U.S. Naval Station, Tacoma.¹³ Also in 1946 2,500 employees were set to the task of mothballing the ships built at the site as a part of a deactivating program.¹⁴ (see

PRIVILEGED AND CONFIDENTIAL

page A-7) Twenty-eight ships were berthed at the site at the end of hostilities, and a staff of approximately 1,285 people, 935 of which were Navy personnel, was established to man the station.¹⁵ It was also reported that a separate Navy operation known as the U. S. Navy Tacoma Group, Pacific Reserve Fleet was established and had approximately 550 personnel. This group was responsible for the ongoing maintenance of the ships. During the fighting in Korea, the Tacoma Group reactivated five escort carriers which later participated in that war.¹⁶ As of 1954 (see page A-8) the Navy was still actively maintaining the berthed ships. This maintenance included scraping, sandblasting, and repainting of the ships' upper hulls to prevent corrosion.¹⁷¹⁸ The Navy also used the site to ship military cargo, 61,000 tons in the one year period of July, 1953 to June, 1954.¹⁹ Ship repair operations continued at the site up until 1960, when the Navy sold the site to the Port of Tacoma.

DESCRIPTION OF ACTIVITIES AT THE SITE

The site of the United States Naval Station Tacoma experienced heavy shipbuilding and ship repair activities from the time the Navy assumed control of the area in 1942 until it was sold in 1960. During this time period well over sixty Navy ships were constructed and a minimum of (but most likely more than) twenty-five Navy ships were serviced at the site.²⁰ The ships were built from the keel up, and construction of both the shipyard itself and the ships was reported to have taken place at an extremely rapid pace. Construction materials were used almost as quickly as they arrived.²¹ The work was carried out with such speed, that a graveyard shift was needed to keep the yard clean.²²

The construction of large ships involves a large amount of ongoing maintenance needed to protect ships from corrosion. This maintenance generally involves painting completed portions of the ship, scraping or sandblasting and re-painting previously painted portions, and lubricating moving parts with greases and oils.²³²⁴ Furthermore, it has been reported that the ships were sent to Seattle for dry-dock work.²⁵ This would indicate that the maintenance occurring at the Tacoma site took place while the ships were afloat. Additionally, a shipyard will utilize and thus support the use of heavy machinery and numerous employees. At the site in Tacoma and during peak operations, there were approximately 20 heavy cranes and approximately 30,000 employees.

The shipyard, in addition to having shipways, cranes, warehouses, and construction sheds, possessed a fire station, several rail lines, a playground, a tennis court, housing for personnel and their families, guardhouses, classrooms in which shipbuilding skills were taught, salvaging areas, incinerators, acetylene generators, five transformers, an information office, a bus stop, and several parking lots. A bus line was established to ease the traffic congestion at the change of shifts. All of these components of the shipyard indicate that an extensive operation was underway under the supervision of the Navy.

Along the Hylebos Waterway, there were Outfitting Pier No. 3 and the Navy Commissioning Pier.²⁶ Old aerial photographs show that ships were docked at these piers for work.²⁷²⁸²⁹ The outfitting pier was where completed hulls were converted into completed ships.³⁰ Painting, greasing, and the removal of old paint took place at this part

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of the site as a part of the outfitting.³¹ Also bordering the Hylebos Waterway were two transformers, two incinerators (see PHOTO D on page A-5), a material control warehouse, a paint shop, the salvage lot, scrap bins, and an acetylene building.³² (see pages A-1 - A-3)

MATERIALS USED IN SHIPYARD ACTIVITIES

Shipyards involve many materials which if improperly released into the surrounding environment are potentially hazardous. These materials include paints (see PHOTO E on page A-5), hull-cleaning materials, greases and oils, solvents, detergents, metals, plastics, and fuels. These materials are utilized to various degrees, but most are used in significant quantities in large shipyard operations.^{33, 34, 35}

These materials can be hazardous if released in significant quantities. Some of the common types of chemicals generated by shipyards are zinc, copper, lead, chromium, suspended solids, settleable solids, oils and greases, fuels, and excessive acids or bases.³⁶

Of these pollutants, many come from the maintenance of ships including the painting, hull-cleaning (sandblasting) materials, and the lubricants (greases and oils). Paints and spent paints contain the metals (Cu, Zn, Cr, & Pb) as well as hydrocarbons. Anti-foulant paints are particularly hazardous because they are designed to be toxic to marine life to keep the hull clean. Anti-foulants often contain organotin compounds which are highly toxic to some organisms. Hull-cleaning materials are most often dry abrasive sandblast grit. The grit by itself can be a source of suspended and settleable solids pollution, however the grit is often found mixed with the spent paint it was used to remove, creating a compounded polluting effect. Greases and oils most often are released due to carelessness and/or accidents. They are also released when machinery is repaired, when fuel tanks are cleaned, and from soiled rags. Cleaning wastes are a source of nitrogen and phosphorous contaminants. Lastly shipyards produce trash such as empty paint cans, paper, bottles, rags, scrap metal, plastics and packaging materials. These materials can be improperly released during shipyard operations.³⁷

Lastly, PCBs used in the transformers found in shipyards are hazardous if released into the open environment.

COMMON PRACTICES OF SHIPYARD ACTIVITIES (1940's & 1950's)

In the shipyards in the 1940's and 1950's, the idea of conservation was primarily applied to prevent the waste of materials valuable to the construction and maintenance of the ships. The idea of waste management was applied mostly to control clutter rather than protect the environment. It has been stated that shipyards were not very clean workplaces and that waste management practices were almost non-existent.³⁸ Disposal systems were very primitive and much of the waste "went into the water."³⁹

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Additionally, many of the materials used in the building and maintaining Navy ships are those potentially hazardous materials mentioned in the previous section. Anti-foulant paints as well as paints containing lead, copper, mercury and zinc were used to paint the ships.^{40,41} When the ships were scraped or pressure washed, the spent paint was allowed to fall to the water.⁴² Fuel spills were common.⁴³ Often the sewer systems were inadequate or nonexistent.⁴⁴ Often waste materials both solid and liquid were dumped onto the ground or into surrounding waters.⁴⁵ Materials from transformers (presumably PCB containing transformers⁴⁶) were dumped onto the ground or into the water before being replaced.⁴⁷

Greases, oils and fuels were spilled or used in direct contact with the water.^{48,49} The tracks of the shipways were greased at low water so that the completed hulls would slide out more easily.⁵⁰ This grease would slowly be washed away by wave action at higher water levels.⁵¹

Materials management practices were not always sufficient to prevent accidents from happening. In one instance, in 1945, a workmen's shelter used as a storeroom for "oakum, paint, grease, foamite, terminated patterns, and refrigerator coils" exploded shooting flames "50 to 60 feet in the air" creating "clouds of black smoke."⁵² In another instance, in 1943 a storeroom containing an acetylene tank exploded with so much force that "the detonation shook buildings in downtown Tacoma and rattled window panes in nearby areas."^{53,54}

During this time period, most of these materials were considered to be inert and the hurried pace of the work probably contributed to the very polluting practices which were adopted.⁵⁵ During the war effort, the primary objective was protecting the country and not the environment.

EVALUATION OF THE NAVY'S DE MINIMUS CLAIM

In November of 1989, the Navy, a recipient of the EPA Region 10 General Notice letter, responded with a report, "Records Search, Potential Hazardous Substance Contributions to Commencement Bay Nearshore/Tideflats Superfund Site by Naval Activities in the Commencement Bay Area, Tacoma, Washington".⁵⁶ In this report the Navy provides the results of its investigative research of its potential contributions to the contamination of the Hylebos Waterway and states that the Navy's activities in the area had minimal impacts on the waterway.⁵⁷ The scope of the Navy's report was neither wide nor deep enough to provide an accurate description of the Navy's activities at the site or the potential impacts those activities may have had on the Hylebos Waterway.

The Navy's report is insufficient in one fundamental aspect; it sought records of activities that were not considered worthwhile to record. According to the people interviewed for this report, most of the materials now considered contaminants were not considered to be such at the time the Navy operated at the site. For example, paint, now known to contain numerous contaminants, was, in the 1940's and 1950's, considered inert and allowed to enter the waters surrounding the shipyard. Many lubricants were not considered to be enough of contaminants to warrant guarded use. For example, the

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shipways were greased and the grease was allowed to be dispersed over time into the waters that entered them. Because it was not considered important that so much waste would enter the waters surrounding the shipyard, it is highly unlikely that anyone would have taken the time to record any instances of such occurrences. The hurried pace of the work and the structure of priorities at the shipyard during World War II would make the likelihood that these events were recorded even smaller. Therefore, it is just as unlikely that the Navy's research would turn up any reports of any incidents of waste entering the Hylebos Waterway.

Additionally, the Navy contends that the Hylebos Waterway has been cleaned of any contaminants, that may have been produced by Naval activities, by previous dredges of the waterway. Although the areas between pierhead lines may have been dredged, no records of any dredge work on the shoreline or other areas, showed up on a records search performed by the U. S. Army Corps of Engineers⁵⁸. Therefore the Navy's argument that the waterway sediments were cleaned after the property was sold is neither accurate nor easily verifiable.

Because the Navy's report fails to take into consideration the mentality of the time of activities, it fails to examine the situation from the proper perspective, and thus is incomplete. Had an extensive enough examination of the activities that occurred at the site been performed it might have been noticed that many of the hazardous materials that were potentially generated by the shipyard are the same as those identified as contaminants in the Mouth of the Hylebos Problem Area.⁵⁹

CONCLUSIONS

Based upon the evidence found in the materials reviewed, it can clearly be seen that the U. S. Navy oversaw an extensive shipyard operation at the properties it owned on the Hylebos-Blair Peninsula. It can also be stated that the aforementioned shipyard operation took place over several years during a time when little or no consideration was given to environmental concerns. Lastly, it can be stated that the hurried pace of the shipyard operations did not lend themselves to improve the lack of environmental sensitivity common at the time of those operations.

From the connection of the three previous statements, it can be seen that the operations of the U. S. Navy at the Hylebos-Blair Peninsula between 1942 to 1959 were extensive enough and of enough potential hazard to the environment, that the U. S. Navy should be considered a major potentially responsible party for the contamination of the Hylebos Waterway, and participate in the Hylebos Waterway cleanup effort.

PRIVILEGED AND CONFIDENTIAL

CITATIONS

- 1"Records Search Potential Hazardous Substance Contributions to Commencement Bay Nearshore/Tideflats Superfund Site by Naval Activities in the Commencement Bay Area Tacoma, Washington NEESA 17-014," Naval Energy and Environmental Support Activity, Nov 1989
- 2"Records Search Potential Hazardous Substance Contributions to Commencement Bay Nearshore/Tideflats Superfund Site by Naval Activities in the Commencement Bay Area Tacoma, Washington NEESA 17-014," Naval Energy and Environmental Support Activity, Nov 1989
- 3"Records Search Potential Hazardous Substance Contributions to Commencement Bay Nearshore/Tideflats Superfund Site by Naval Activities in the Commencement Bay Area Tacoma, Washington NEESA 17-014," Naval Energy and Environmental Support Activity, Nov 1989
- 4"Todd Plant One of Largest in America," The Tacoma News Tribune, Apr 22, 1917.
- 5"Splendid Site Where Tacoma Will Again Build Ships," The Tacoma News Tribune, Sep 18, 1939.
- 6"The History of Supervisor of Shipbuilding, USN, Tacoma, Washington," Mary F. Salber, Lieut., USNR Historical Officer, Nov 15, 1945.
- 7"Shipbuilding Revived by Requirements of United States Defense Program," The Tacoma Times, Feb 26, 1941.
- 8"2,000 Workers Busy On 5 Ships Building Here," The Tacoma News Tribune, Jan 27, 1941.
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- 10"New Department Aids Workers at Shipyard," The Tacoma Times, Nov 30, 1942.
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- 13"Reveal How Station Will Operate," The Tacoma Times, Feb 7, 1946.
- 14"Todd Shipyard Today," The Tacoma News Tribune, Jun 9, 1946.
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- 16"Along Tacoma's Waterfront," The Tacoma News Tribune, May 15, 1955.
- 17"Naval Station Keeps 'Fighting Ladies' Ready," The Tacoma News Tribune, May 14, 1954.
- 18"Along Tacoma's Waterfront," The Tacoma News Tribune, May 15, 1955.
- 19"Along Tacoma's Waterfront," The Tacoma News Tribune, 1954.
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- 23"VOC Emissions Control Technologies for Ship Painting Facilities," Centec Corporation, Reston, VA, Jul, 1981.
- 24"Development Document for Proposed Effluent Limitations Guidelines and Standards for the Shipbuilding and Repair Point Source Category," U. S. Environmental Protection Agency, Effluent Guidelines Division, Dec, 1979.
- 25"Along Tacoma's Waterfront," The Tacoma News Tribune, May 15, 1955.
- 26"Plot Plan, Todd Pacific Shipyards, Inc., Tacoma Division, Blueprint, Tacoma, Washington, Nov 25, 1943.
- 27"Sky View of Tacoma's Warship Factory Released for Navy Day," The Tacoma News Tribune, Oct 27, 1945
- 28"Topac [Todd Pacific] Soon Will Be 'U. S. Naval Station,'" The Tacoma Times, Jan 22, 1946.
- 29"Shipyard Rumors Revive Chronicle of Tacoma Achievement in 2 Wars," The Tacoma News Tribune, Mar 10, 1957.
- 30Spaulding, Phil, Telephone Interview, Former General Superintendent of Steel Construction for Seattle Tacoma Shipbuilding Corporation (the Site, 1940-43), June 1, 1994.
- 31Spaulding, Phil, Telephone Interview, Former General Superintendent of Steel Construction for Seattle Tacoma Shipbuilding Corporation (the Site, 1940-43), June 1, 1994.
- 32"Plot Plan, Todd Pacific Shipyards, Inc., Tacoma Division, Blueprint, Tacoma, Washington, Nov 25, 1943.

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- ³³"Development Document for Proposed Effluent Limitations Guidelines and Standards for the Shipbuilding and Repair Point Source Category," U. S. Environmental Protection Agency, Effluent Guidelines Division, Dec, 1979.
- ³⁴"Water Quality, Best Management Practices Manual for Commercial and Industrial Businesses," Resource Planning Associates for the City of Seattle, Jun 30, 1989.
- ³⁵"Best Management Practices for Ship and Boat Building and Repair Yards," CH₂M HILL, Inc.
- ³⁶"Development Document for Proposed Effluent Limitations Guidelines and Standards for the Shipbuilding and Repair Point Source Category," U. S. Environmental Protection Agency, Effluent Guidelines Division, Dec, 1979.
- ³⁷"Development Document for Proposed Effluent Limitations Guidelines and Standards for the Shipbuilding and Repair Point Source Category," U. S. Environmental Protection Agency, Effluent Guidelines Division, Dec, 1979.
- ³⁸Dixon, Conrad, Telephone Interview, Former Worker at Naval Shipyard Bremerton, May 24, 1994.
- ³⁹Spaulding, Phil, Telephone Interview, Former General Superintendent of Steel Construction for Seattle Tacoma Shipbuilding Corporation (the Site, 1940-43), June 1, 1994.
- ⁴⁰Dixon, Conrad, Telephone Interview, Former Worker at Naval Shipyard Bremerton, May 24, 1994.
- ⁴¹Spaulding, Phil, Telephone Interview, Former General Superintendent of Steel Construction for Seattle Tacoma Shipbuilding Corporation (the Site, 1940-43), June 1, 1994.
- ⁴²Dixon, Conrad, Telephone Interview, Former Worker at Naval Shipyard Bremerton, May 24, 1994.
- ⁴³Dixon, Conrad, Telephone Interview, Former Worker at Naval Shipyard Bremerton, May 24, 1994.
- ⁴⁴Dixon, Conrad, Telephone Interview, Former Worker at Naval Shipyard Bremerton, May 24, 1994.
- ⁴⁵Dixon, Conrad, Telephone Interview, Former Worker at Naval Shipyard Bremerton, May 24, 1994.
- ⁴⁶Spaulding, Phil, Telephone Interview, Former General Superintendent of Steel Construction for Seattle Tacoma Shipbuilding Corporation (the Site, 1940-43), June 1, 1994.
- ⁴⁷Dixon, Conrad, Telephone Interview, Former Worker at Naval Shipyard Bremerton, May 24, 1994.
- ⁴⁸Dixon, Conrad, Telephone Interview, Former Worker at Naval Shipyard Bremerton, May 24, 1994.
- ⁴⁹Spaulding, Phil, Telephone Interview, Former General Superintendent of Steel Construction for Seattle Tacoma Shipbuilding Corporation (the Site, 1940-43), June 1, 1994.
- ⁵⁰Spaulding, Phil, Telephone Interview, Former General Superintendent of Steel Construction for Seattle Tacoma Shipbuilding Corporation (the Site, 1940-43), June 1, 1994.
- ⁵¹Spaulding, Phil, Telephone Interview, Former General Superintendent of Steel Construction for Seattle Tacoma Shipbuilding Corporation (the Site, 1940-43), June 1, 1994.
- ⁵²"Topac Fire Damage Set at \$25,00," The Tacoma Times, Nov 23, 1945.
- ⁵³"Sea-Tac Storeroom Blows Up, Worker Critically Injured," The Tacoma Times, Jan 18, 1943.
- ⁵⁴"Blast Victim's Leg Amputated," The Tacoma Times, Jan 20, 1943.
- ⁵⁵Dixon, Conrad, Telephone Interview, Former Worker at Naval Shipyard Bremerton, May 24, 1994.
- ⁵⁶"Records Search Potential Hazardous Substance Contributions to Commencement Bay Nearshore/Tideflats Superfund Site by Naval Activities in the Commencement Bay Area Tacoma, Washington NEESA 17-014," Naval Energy and Environmental Support Activity, Nov 1989
- ⁵⁷"Records Search Potential Hazardous Substance Contributions to Commencement Bay Nearshore/Tideflats Superfund Site by Naval Activities in the Commencement Bay Area Tacoma, Washington NEESA 17-014," Naval Energy and Environmental Support Activity, Nov 1989
- ⁵⁸Smith, Jonathan, Telephone Conversation, Environmental Protection Specialist, U. S. Army Corps of Engineers, Seattle District, May, 1994.
- ⁵⁹"Records Search Potential Hazardous Substance Contributions to Commencement Bay Nearshore/Tideflats Superfund Site by Naval Activities in the Commencement Bay Area Tacoma, Washington NEESA 17-014," Naval Energy and Environmental Support Activity, Nov 1989

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APPENDIX

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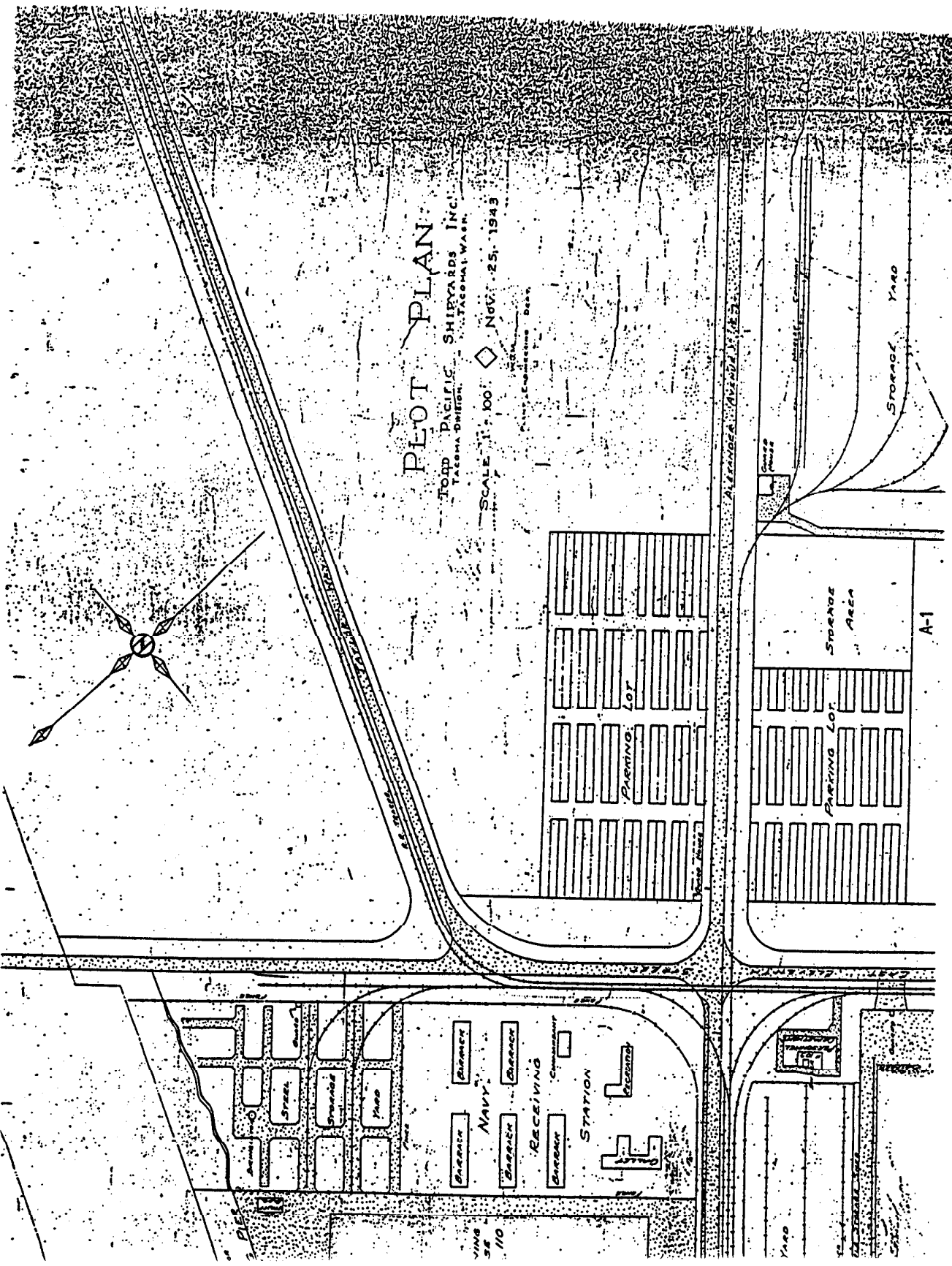
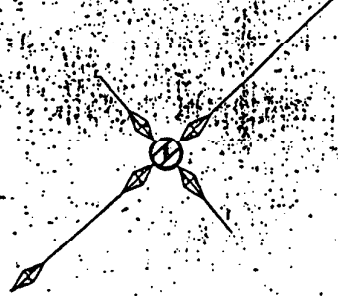
1.	PLOT PLAN OF THE SITE	A-1
2.	HISTORIC PHOTOGRAPHS OF THE SITE	A-4
3.	HISTORIC NEWSPAPER CLIPPINGS WITH AERIAL PHOTOGRAPHS OF THE SITE	A-6

PLOT PLAN

Topp Pacific Shipyards Inc.
Tacoma Division
TACOMA, WASH.

SCALE 1" = 100' NOV. 25, 1943

ENGINEER
C. J. COCHRAN, DESIG.



TONGUE PACIFIC
TACOMA DIVISION

SCALE "1" = 100'

2000

Alexander Ave.

509

Storero
Area

PARING LOT

1111

220

1

1

1

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1

1000

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00-01-2

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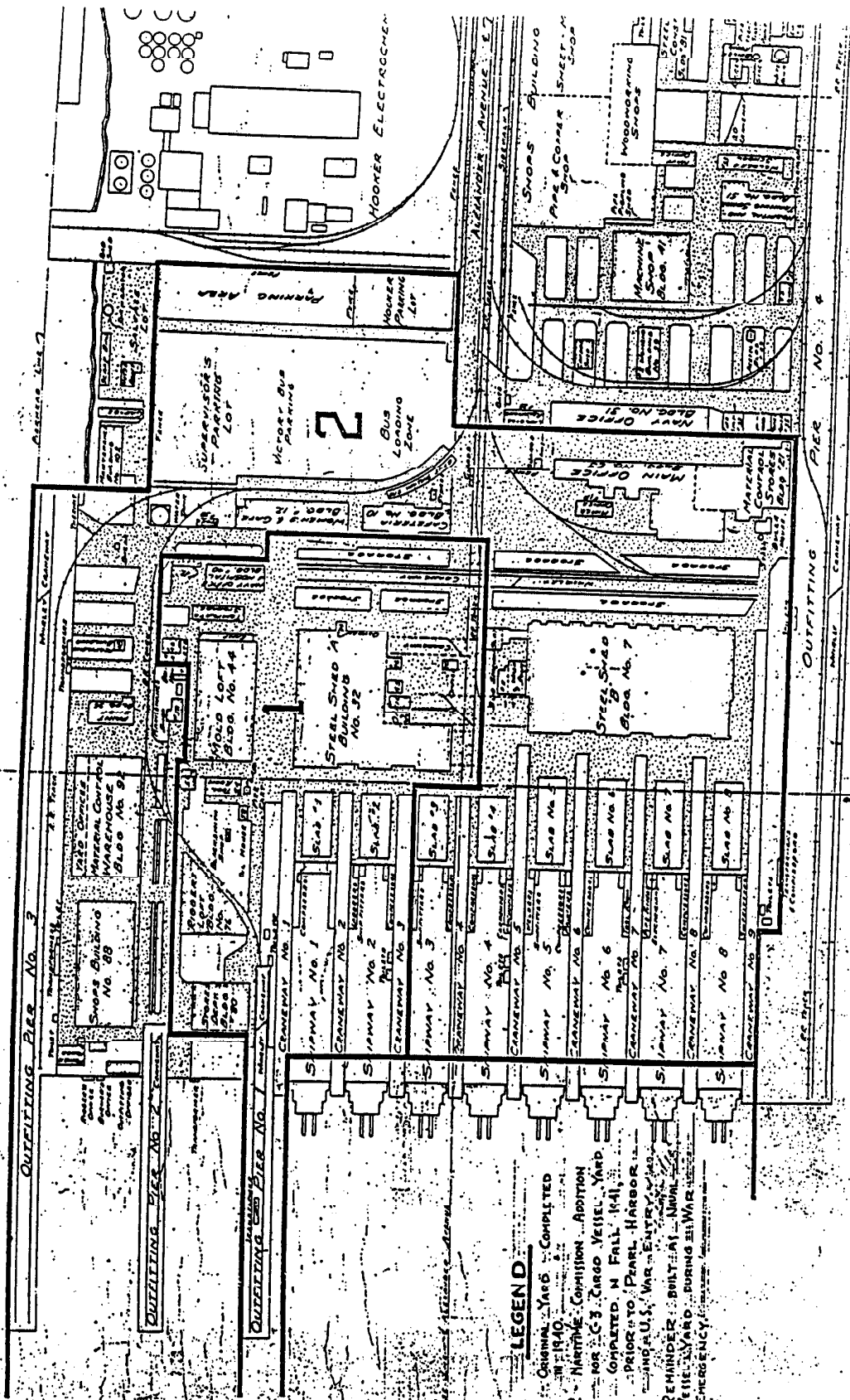
2000-01

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00-0157

58-815.

HYLEBOS WATERWAY



LEGEND

1. CRANWAY NO. 6 - COMPLETED IN 1940.
2. NORTHERN COMMISSION ADDITION FOR C-3 Cargo VESSEL YARD COMPLETED IN FALL 1941.
3. PRIOR TO PEARL HARBOR REMINDER BUILT AT WARD YARD DURING 21 WAR EMERGENCY.

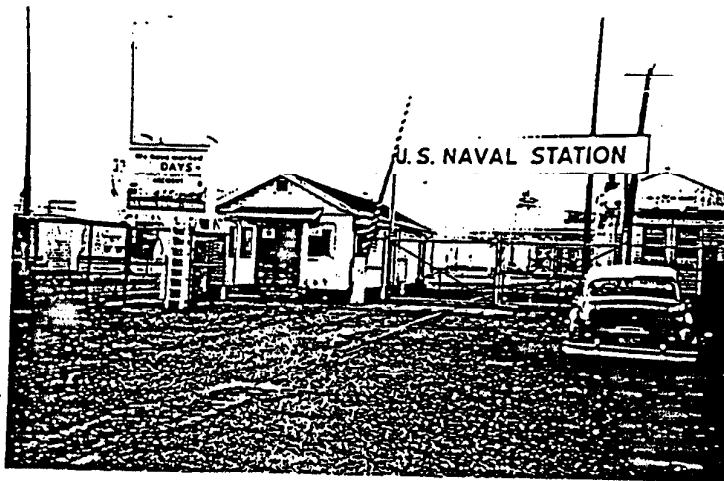


PHOTO A

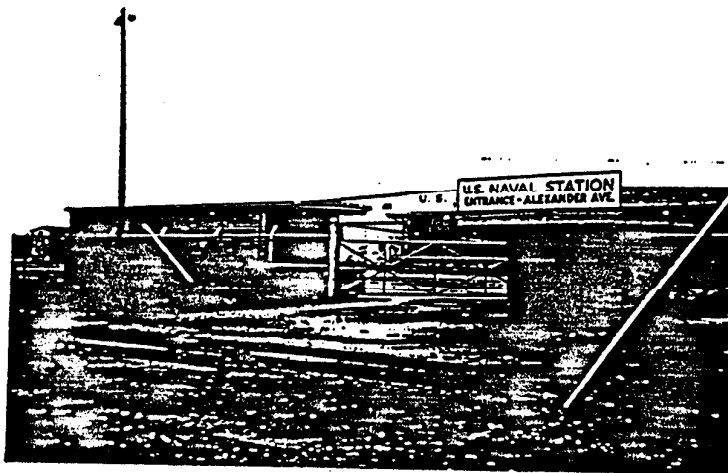
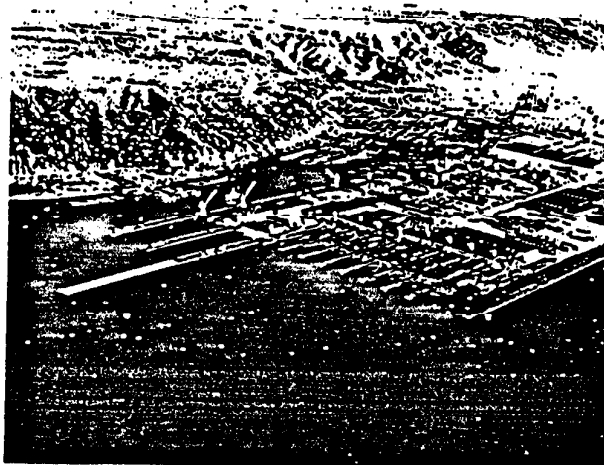


PHOTO B



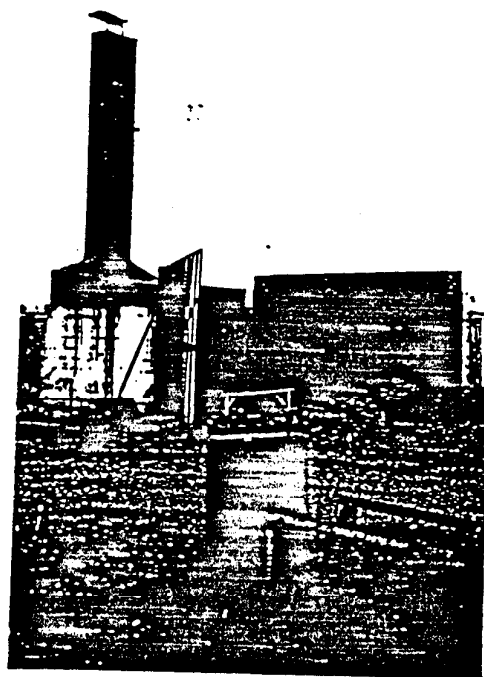


PHOTO D

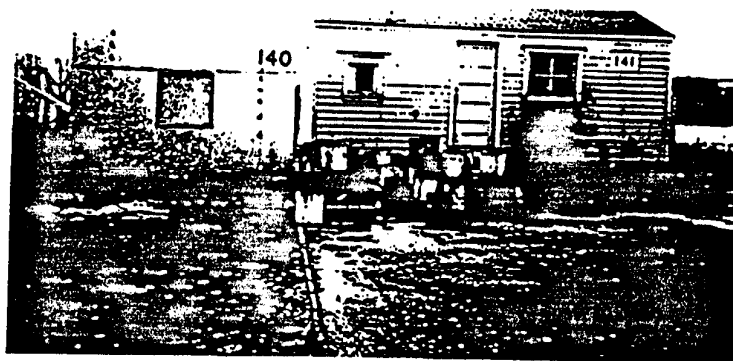


PHOTO E

Weather:
Occasional Rain
Tonight and
Tomorrow

THE

LACOM

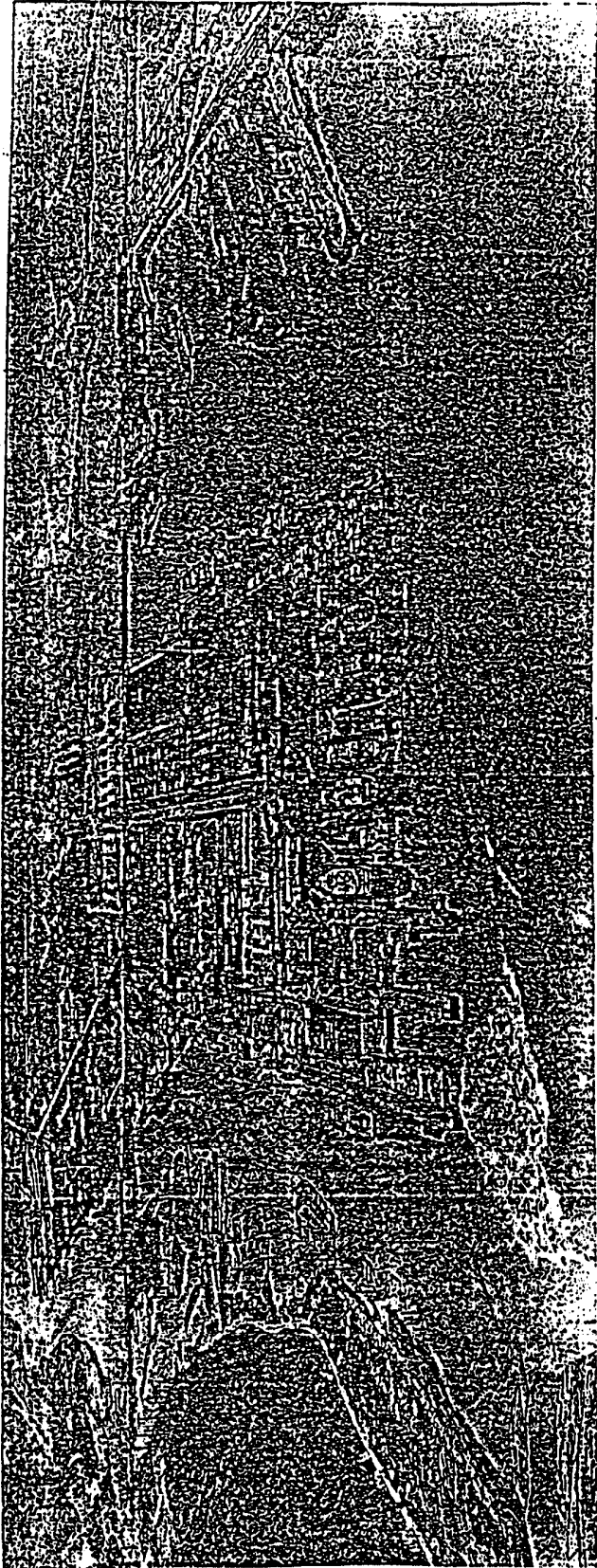
ANNOUNCE
TACOMA, WASH., SATURDAY, OCTOBER 10, 1936

NEWS TR

LIBRARY

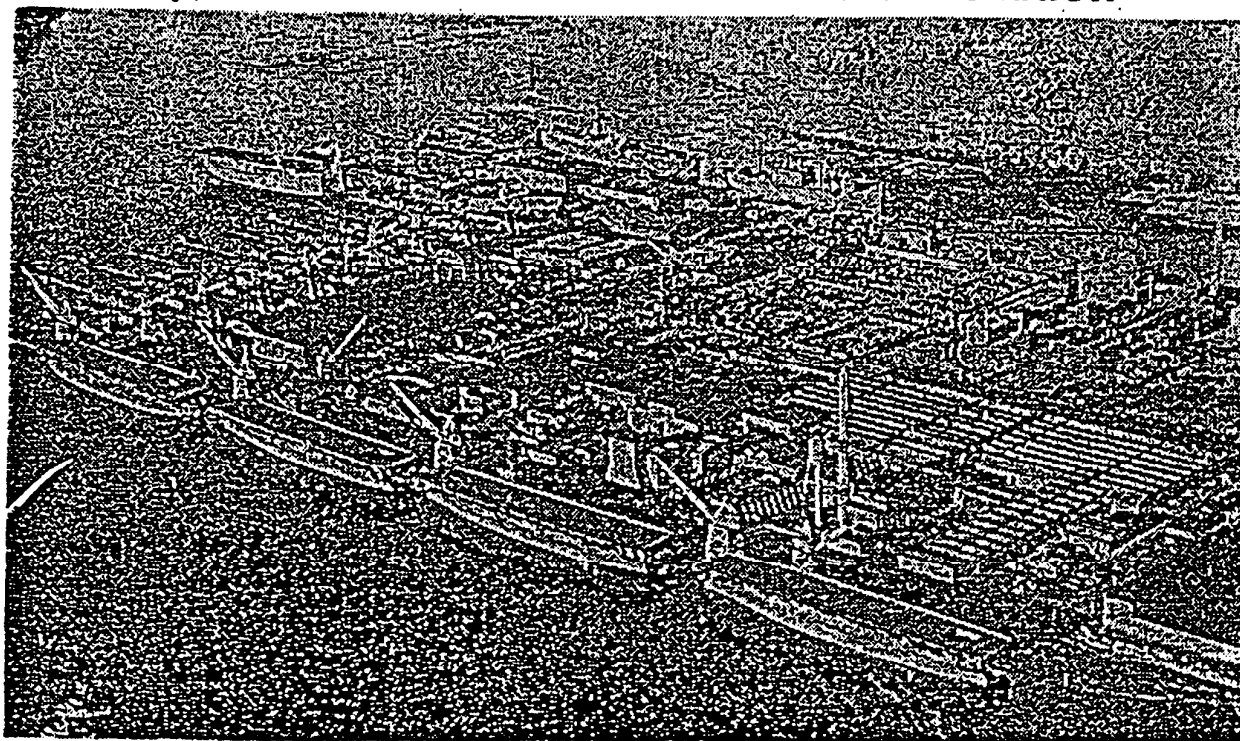
**"Go To
Church
Tomorrow"**
(See Page 6 and 7)

Sky View of Tacoma's Warship Factory Released For Navy Day

[illegible]

T. David, Shipyard, 229-Tac, 1946

Topac Soon Will Be "U. S. Naval Station"



Pictured above is a new aerial view of Todd Pacific Shipyards, soon to be taken over entirely by the navy and then to be known as U. S. Naval Station, Tacoma. In charge of the Tacoma group, 19th fleet, is Capt. S. W. Calloway, USN. Photograph shows five of

shipyard for repairs. Eventually there will be 30 carriers berthed at the naval station, with crews remaining in the city while repair work is being done. Notice, at left of picture, the ways have all been removed. Carriers shown

USS Bogue, Tacoma-built baby flattop, which participated with the Todd-built USS Card in fighting Nazi wolf packs in the Atlantic; the Admiralty Island, the Takanis Bay and the Macassar Strait, all Kaiser-built carriers; left side

built on the east coast, and at the top of the photo are the last of the warships being built at Todd Pacific—left, the carrier USS Tinian and destroyer tender Isle Royale. Since the photo was taken the Altamaha berthed next to the Long Island. (Aero-Marine Photo)

SUNDAY, MARCH 10, 1957 TMT T. J. L. L. L.

Shipyard Rumors Revive Chronicle Of Tacoma Achievement in 2 Wars



WHERE SHIPS WENT DOWN WAYS—This aerial view of the Tacoma Naval Station shows the giant plant of the Todd-Pacific shipyards which turned out 73 major vessels before and during World War II. Topac, as it was called, played a big part in local population trends, and is partly responsible for the city's growth during the decade of the '40s, for at times as many as 28,000 workers were employed.

7 NT

Naval Station Keeps 'Fighting Ladies' Ready

MAY 14 1954

Tacoma's own Todd Shipyard built some 40 aircraft carriers for the U.S. Navy during World War II. This was over a period of four years when the entire nation was geared to wartime production and every effort was being expended for the cause of freedom. Yet that same yard today, now the center of the Tacoma group of the Pacific Reserve Fleet, can in a mere matter of weeks send practically as many "flat-tops" against an enemy as were built during four years of all-out wartime production.

No, it's not done with mirrors, but is simply the result of careful planning and close attention to detail on the part of the Navy.

Pacific Reserve Fleet, the organization responsible for the nation's fighting ships held in reserve in the Pacific, is a name not nearly as well known as the "moth ball fleet." Yet, holding these ships in reserve and keeping them ready to go against an enemy is more than a matter of folding them up like a winter overcoat and putting it in moth balls until needed again.

The principal enemy of a winter overcoat may be moths, but the principal enemy of the aircraft carrier, or of any ship, is corrosion.

The Navy has found that corrosion is largely prompted by moisture in the air, and if some system is used to keep the moisture content of the air at a low level then corrosion of metal and deterioration of cables and wood and other things that go to make up a ship does not take place.

So, when a ship is placed in reserve, after all the machinery, guns, motors and other items have been inspected and placed in top operating condition, the ship is sealed up, the moist air pumped out and dry air pumped in. Thereafter, by using small dehumidifier units placed about the vessel, the air is kept dry and no corrosion takes place. Of course, for the outside of the ship care must be taken to notice any rust spots starting to form, and these are scraped and a new protection of paint given.

Kept in Trim

Periodically the ships are taken

to drydock and the underwater portion given an additional protective coating. During this same drydocking period machinery and equipment are checked to make sure that the ship is ready to sail and any repairs or improvements needed are effected.

What does it cost to have these carriers ready to go to war? Well, it would cost 25 million to build a new one today, not to mention the time required. But for less than 1 per cent of that amount spent each year by the Pacific Reserve Fleet, they can sail in defense of our country just as fast as they can assemble the crews and get them aboard.

While it's true that these carriers may not be as modern and as big and fast as present-day standards require, still "Fighting Ladies" held thus in reserve can do an awful lot to bear the brunt of the burden until more modern ones are built.

BY ED GARRISON

The discharging of military cargo at the Tacoma Naval Station proved somewhat of a major business during the six months ending Thursday, a report by the Seattle Port of Embarkation revealed this weekend. In the 12-month period, according to the POE's report, 61,265 measurement tons of cargo were discharged by 22 ships.

Coming in the midst of considerable discussion over the problem of "competition" between privately-owned and publicly-owned operations, the report also outlines the military's reasons for using the station facilities.

The year's tabulation of cargoes handled looked like this in the report:

Month	Vessels	Meas. Tons
July, 1953	1	3,431
August, 1953	5	18,463
September, 1953	1	3,844
October, 1953	3	4,142
November, 1953	4	8,865
December, 1953	4	6,927
January, 1954	1	1,146
February, 1954	0	0
March, 1954	0	0
April, 1954	0	0
May, 1954	3	14,447
June, 1954	0	0
Totals	22	61,265

There was no particular reason, the Naval Station reports, for the lack of ships in February, March and April of this year, other than that there just wasn't any need for using the station. The same goes for last month, apparently.

Swinging into an explanation of the POE's use of the station, Col. E. Jeff Barnette of the Army Transportation Corps wrote:

Seattle Called Primary

"The primary port of discharge (in this area) for overseas and coastwise cargoes is the Seattle Port of Embarkation. When other discharge points are selected, specifically the U.S. Naval Station, Tacoma, several factors have been taken into consideration, namely: inadequacy of berthing space at Seattle on the estimated time of arrival of a vessel, the amount of cargo to be discharged which may require storage prior to shipment to ultimate destination, the actual destination of the cargo concerned, and the overall activities within the Seattle Army Base on the arrival date of the vessel.

"Further, economies to taxpayers are realized when such Military Sea Transportation Service-operated and/or controlled vessels are discharged at a government facility.

"Since the cargo in question is purely a military-type cargo usually booked through to destination in the continental United States direct from the overseas command depots, the discharge at government-owned piers permits closer supervision, and functions inherent to the receipt, inspection, security and disposition of cargo from overseas can be more advantageously performed.

Policy Named

"It is the policy of this command to discharge retrograde (salvage) cargoes over the Seattle Army base to the maximum extent consistent with outloading and other internal Seattle Army Base operations."

With the exception of comparatively small consignments such as that shipment of new tires which was returned through the station from overseas this spring, the cargoes involved in the Tacoma operation are made up almost entirely of salvageable equipment. Most of it is comprised of motor vehicles destined for salvage or repair at Mount Rainier Ordnance Depot and other inland depots.

Tacoma's longshore pool handles the discharge of cargoes from the MSTC ships, after which civil service workmen take over to store the equipment and load it aboard trucks or railroad cars for trans-shipment to the depots.

Would Benefit Tacoma

For purposes of comparison, it should be pointed out here that the station's past-year total of 61,265 tons, even though they are measurement tons as opposed to deadweight or revenue tons, would mean a tremendous benefit to any one of Tacoma's several cargo-hungry dock operations.

One operator reported that at best the cargo handled by his dock during the 12-month period involved did not total over 20,000 tons, and possibly not more than the 18,463 tons which moved across the Naval Station pier in August of last year.

That's why he and fellow operators drool at the thought of what the Naval Station cargoes would mean to them.

TNT

1954

Along Tacoma's Waterfront

By Ed Garrison



Tacoma Shipyard workers' changes in layout of plant.

With World War II and the subsequent "birth" of several communities in the Pacific Northwest, Tacoma has become a major industrial center. The city's waterfront, which once was a quiet harbor for small fishing boats, now is a busy area of activity. The waterfront is the heart of the city's industrial life, and it is the scene of many of the city's most important industries.

Commencement Day

The city of Tacoma will celebrate its 75th anniversary on May 1, 1875. The city was founded by the Pacific Northwest Fur Company, which was the first of many companies that came to the city to establish a fur trade. The city has since become a major industrial center, and it is the scene of many of the city's most important industries.

The city of Tacoma is a major industrial center, and it is the scene of many of the city's most important industries. The city has a long history of industrial activity, and it is the scene of many of the city's most important industries.

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cies delayed the completion of the transaction until last week.

President M. S. Erdahl of the Port Commission turned the check over to W. A. Holloway of Seattle, regional commissioner for the GSA. An earnest money payment of \$100,000 had previously been made to the agency.

The property includes 187 acres of land, much of it developed with shipbuilding ways, piers, warehouses, shops and office buildings. 1/9/65

Profitable Use

Erdahl pointed out that the port, firmly aware of the loss of employment which would result from closure of the station Oct. 1, 1958, is convinced that in a relatively short time, the property will be put to profitable use, providing several hundred jobs for local workers.

The port commission president cautioned that development of the property for industry would not be accomplished overnight, however. "It must be remembered," Erdahl explained, "that while we have acquired title to the property, the navy will retain jurisdiction for the next ten years through a national security clause which will permit the government to recapture the station in the event of a national emergency."

Navy Approval

"During those ten years we will not be able to modify most of the buildings and facilities on the station without prior navy approval. That restriction will govern, somewhat, the development of the station properties until 1970. It will not, however, prevent a gradual buildup of the profitable use of the abandoned station."

The port commission president said the port has already located several industries on the site through rental agreements.

"Those operations," Erdahl pointed out, "are supplying jobs for more than 100 Tacoma workers already."

"In addition, the port is hopeful the shipbuilding ways, or at least some of them, can be reactivated for the building and repair of major vessels. Several salvage companies are also negotiating for space for the scrapping of ships being declared surplus by the navy and the Maritime Administration."

"And a large concern in the area anticipates taking over approximately 70,000 feet of space

Final Payment

TACOMA — Title to the former Tacoma Naval Station officially passed to the Port of Tacoma Jan. 1, when the port turned a check for \$2,025,000 over to the General Services Administration for the property.

The port had negotiated purchase of the station last summer for \$2,125,000, but final approval by the various government agen-

(Continued on Page 18)

in the station early in 1960."

Others attending the check presentation ceremony included Port Commissioners A. E. Blair and Maurice Raymond and E. T. Vranken and C. E. Ocamb of the GSA's Seattle office.

**DISPOSAL OF PART OF
THE U.S. NAVAL STATION
NAVAL INDUSTRIAL RESERVE SHIPYARD
DOD 442, TACOMA, PIERCE COUNTY, WASHINGTON**

ATTORNEY'S REPORT ON TITLE

1. Area Declared Excess

The property being disposed of consists of approximately 182.701 acres, in a total area of 191.031 acres, owned in fee by the United States, known as the U. S. Naval Station, Naval Industrial Reserve Shipyards (DOD 442), Tacoma, Pierce County, Washington.

The shipyard, located in the northwest portion of the City of Tacoma, while presently being operated as a Naval Station, is deemed excess to the current requirements of the Navy, as of 1 October 1958.

2. Legal Description of the Excess Property

A metes and bounds description of the excess property, consisting of approximately 182.701 acres, is contained in Enclosure (1), which has been prepared by the Commandant, 13th Naval District, Seattle, Washington, and conforms to I & D Drawing #568 045, Enclosure (2).

The area marked in "Red" on I & D Drawing 568 045 and labeled Parcels "A", "B", "C", "D" and "E" contain the 182.701 acres excess to present requirements of the service. The area marked in "Blue" (located between Parcels "D" and "E") consist of approximately 8.33 acres, known as the "Naval and Marine Corps Reserve Training Center", which is being retained by the Navy. A metes and bounds description of the non-excess property is contained in paragraph 5 of this Report.

3. History of the Property

The United States acquired fee simple title to the hereinafter described property by Condemnation and Purchase between the years 1942 and 1948. Each of the acquisitions is set out below:

A. Parcels Acquired by Condemnation

- (a) United States v. 23.283 Acres of Land, more or less. . .
Peterman Manufacturing Co., et al, Civil 385, U. S.
District Court, Western District, Washington

Area Declared Excess: 23.283 acres

<u>Name of Former Owner</u>	<u>Acres Acquired</u>	<u>Parcel Number</u>	<u>Cost</u>
Sizer & Company	5.606	5	1,000
Peterman Mfg. Co.	17.677	5	875,000

Condemnation proceedings were instituted at the behest of the Maritime Commission on 4 May 1942, which subsequently transferred this property to the Department of Navy, effective 30 September 1942. The only documentary evidence of this transfer is a statement contained on Page 2 of a Report from the Commandant, 13th Naval District, Seattle, Washington to the Chief of Civil Engineers, dated 7 July 1958, Encl.(5a). The Report incorrectly states that the acreage acquired by condemnation was 28.889 acres. This figure should read: 23.283 acres (See Page 5 of Enclosure (3)).

A metes and bounds description of 23.283 acres of land, which is denominated Parcel 5 on a Plat, enclosure (5), is found on Page 5 of Enclosure (3). The only available documents relating to title are Enclosures (3) - (5).

- (b) United States v. 14.46 Acres of Land in Pierce County, Washington, Evelyn Clapp et al, Civil 447, U. S. District Court, Western District of Washington.
Area Declared Excess: 10.96 acres

Area to be Retained: 3.50 acres

<u>Name of Former Owner</u>	<u>- Acres Acquired</u>	<u>- Parcel No.</u>	<u>- Cost</u>
Norton & Evelyn Clapp	14.46	7	72,300.00

Of this total cost, \$54,800 is allocated to the land declared excess.

✓ A Petition in Condemnation of a leasehold interest in 14.46 acres of land, more or less, denominated Parcel 7 on a Plat, Enclosure (15), was filed 28 September 1942, but was later amended to acquire a complete fee interest subject to existing public utility easements. (See Enclosures (9)-(13)). A metes and bounds description of the condemned property is given on pages one and two of Enclosure (14a). The Opinion of the Attorney General as to the successful culmination of all proceedings is listed as Enclosure (22). Documents relating to title are Enclosures (6)-(22).

EXCLUDED from the acquisition was "any right which H. D. Maxwell and Josephine Maxwell . . . have to establish a mooring buoy and overlap with ship or ships on Parcel 7 as defined in deed recorded under Auditor's Fee #1310277 records of Pierce County, Washington . . ." See Page 2 of Enclosure (23). The United States was assigned such rights as Norton and Evelyn Clapp, former owners of Parcel 7, had in the adjoining lands owned by H. D. and Josephine Maxwell.

✓ In addition, the Final Certificate of Title #30220-7 refers to "an easement to Commercial Waterway District #1 for such slopes as may be required in excavating the Hylebos Waterway and for maintaining same

✓ and the bulkhead thereof". See Schedule B to Enclosure (18). This easement is not specifically mentioned in the Final Judgment of the Court, but may be encompassed by the phrase: "Subject, however, to existing public utility easements." See Enclosures (13), (14a), (16) and (22). X

EXCLUDED from the Report of Excess is approximately 3.50 acres of land, which makes up a portion of the Reserve Training Center being retained for Naval use, and to which reference is made in Paragraph 5 of this Report.

- (c) United States v. 47.83 acres of lands, more or less, in Pierce County, Washington, J. G. Dickinson et al, Civil 483, U. S. District Court, Western District of Washington.

Area Declared Excess: 30.03 acres

Name of Former Owner - Acres Acquired - Parcel No. - Cost
George Barbare 6.14 8 47,500
J.G. Dickinson, Trustee
Cascade Tbr Coe 18.18 10 111,654
Cascade Tbr Co. 5.71 11

A Petition For Condemnation of a fee simple interest in approximately 47.83 acres of land, a metes and bounds description of which is set out on Pages 3-5 of Enclosure (25), was filed on 8 February 1943. Subsequent to this filing, two of the original five parcels were withdrawn from the proceedings in condemnation, leaving approximately 30.03 acres for condemnation. A metes and bounds description of the new area designated Parcels 8, 10 and 11 is given on Pages 4-6 of Enclosure (29), and is located on a Plat, Enclosure (15). See Enclosures (27) and (36) which discuss the withdrawal of Tract 1 and Parcel 8A from the Proceedings in Condemnation. The Report of the Attorney General confirming the vesting of title in the United States subject to existing public utility easements is Enclosure (3b). All Documents relating to Title and the Satisfaction of Money Judgments are contained within Enclosures (24)-(40). off checked

Schedule B of the Certificate of Title #30220-8 (see Enclosure (35b)) refers to "an easement granted to Puget Sound Power and Light Company to construct, erect, operate and maintain an electric transmission and distribution line over and across said premises by instrument recorded December 5, 1928 under Auditor's Fee #927959, records of Pierce County, Washington." No mention of this easement is made in the Judgments of the Court. In addition, Schedule B of Enclosure (40c) makes reference to an "easement granted to Air Reduction Sales Company, a corporation, its successors and assigns to construct, operate and maintain an eight-inch pipe line on and across a strip of land being the northwesterly ten (10) feet of Block 14, by instrument recorded 1 May 1942, under Auditor's Fee #1299034, records of Pierce County, Washington." Said

easement is referred to in the Final Judgment of the Court, re Parcels 10 and 11. See Page 1 of Enclosure (408).

Attention is further directed to the corrections made in the description of Parcel 10. See Page 5 of Enclosure 29 and Enclosure 37.

- (d) United States v. 16.2 acres of land, more or less, in Pierce County, Washington, Tacoma Harbor Lmbr Company, et al, Civil 467, U. S. District Court, Western District of Washington.

Acres Declared Excess: 16.16 acres

Name of Former Owner	- Acres Acquired -	Parcel No.	- Cost
Tacoma Harbor Lmbr Co.	2.57	12	\$ 4,112
Philadelphia Quarts Co.	2.40	12	2,000
City of Tacoma	3.11	12	1,290
Tacoma Hrbr Lumber	3.88	13	10,208
City of Tacoma	1.33	13	568
Port of Tacoma	2.87	13	1,000

A Petition For Condemnation of a leasehold interest in approximately 16.2 acres of land, a metes and bounds description of which is found on Pages 2 and 3 of Enclosure (43), and which corresponds to Parcels 12 and 13 on Plat Enclosure (15) was filed on 8 December 1942. Said petition was amended on 18 June 1943 to acquire a full fee interest, subject to existing public utility easements. See Enclosures (46) and (46a).⁴⁷ By letter, dated 13 September 1943, the Attorney General acknowledged that valid title had vested in the United States, subject to the above-mentioned easements. See Enclosure (50). All Documents pertaining to the vesting of title and satisfaction of Deficiency Judgments are Enclosures (41)-(85).

EXCEPTED AND EXCLUDED from the Judgment condemning Parcel 12-C, which is that portion of Parcel 12 acquired from the City of Tacoma, 66 were the "southeasterly sixty (60) feet." (See Page 1 of Enclosure (67)). This footage, over which the United States was granted an easement for use as a parking lot "for the duration of the present war and six months thereafter," conflicts with the statement contained in a letter from the Bureau of Yards and Docks to the Assistant Attorney General in which the Bureau agreed to the exclusion, from the Proceedings in Condemnation of "69" feet in exchange for an easement from the City. While it is possible that this easement has lapsed by its own terms, if it continues to remain in effect it will be governed by the figures contained in the Court's Final Judgment.

- (e) United States v. 16 acres of land in Pierce County, Washington, Annie Jones, et al, Civil 494, U. S. District Court, Western District of Washington.

Area Declared Excess: 15.99

Name of Former Owner	- Acres Acquired	- Parcel No.	- Cost
Port of Tacoma	6.17	15	\$2,000
Kanasket Lumber Co.	9.82	15	4,750

A Petition For Condemnation, of a fee simple interest in 16 acres of land, more or less, a mates and bounds description of which is contained in Enclosure (87); which corresponds to Parcel 15 on a Plat, Enclosure (15), was filed on 5 March 1943. Vesting of Title in the United States subject to existing public utility easements was confirmed by the Attorney General on 21 September 1943. See Enclosure (92).

All documents relating to the vesting of Title and satisfaction of Deficiency Judgments are Enclosures (86)-(106).

- (f) United States v. 6.80 Acres of Land in Pierce County, Washington, Evelyn Clapp et al, Civil 571, U. S. District Court, Western District of Washington.

Acreage Declared Excess: 1.97

Area to be Retained: 4.83

Name of Former Owner	- Acres Acquired	- Parcel No.	- Cost
Evelyn Clapp	6.80	9	\$19,045.00

Of this total, \$5,752 is allocated to the excess.

Fee Simple Title, subject to existing public utility easements, to 6.80 acres of land, more or less, a description of which is found on Page 1 of Enclosure (108), vested in the United States on 15 September 1943. The area is designated Parcel 9 on a Plat, Enclosure (15). The Opinion of the Attorney General confirming the vesting of title, and supporting documents related thereto, are Enclosures 107-121.

EXCLUDED from the Report of Excess are 4.83 acres of land, more or less, which comprise part of the Naval and Marine Corps Reserve Training Center, being retained for Naval use, and to which reference is made in Paragraph 5 of this Report.

B. Parcels Acquired by Purchase

In order to provide an expanded site for Reserve Fleet berthing facilities, a plan was developed whereby title to property owned

by the Todd Shipyards Corporation, located at Tacoma, Washington, would be transferred to the Navy, in exchange for Naval owned facilities located in Seattle, Washington. This plan is outlined in Enclosures (122) and (123).

By Warranty Deed dated 12 March 1948, as corrected 8 September 1948, title to the Todd-owned properties, whose metes and bounds are set out in Enclosure (125) and marked on a Plat, Enclosure (131), consisting of approximately 74.238 acres of land, was conveyed to the United States in fee simple. Of the total cost amounting to \$1,032,701, approximately \$646,430 is attributed to the land declared excess. The Attorney General confirmed the vesting of title in the United States, subject to certain easements in favor of the City of Tacoma and the Hooker Electro-Chemical Company. See Enclosure (124). All documents relating to the passing of title are listed as Enclosures (124)-(130).

Another 10.07 acres, owned by the Todd Shipyards Corporation were acquired by deed dated 29 May 1945 at a cost of \$170,000. There are no Documents of Title available for this acquisition.

Reference is herein made to Enclosure (131a) which is a 1951 plat of land acquisitions. It will be noted that in deeding the 74.238 acres to the U.S. Navy an overlap of 0.261 acres in deed description exists. Apparently, title to this portion of an acre vested in the United States when it acquired, by condemnation, title to the 10.07 acre tract, on 30 September 1942.

h. Outstanding Rights and/or Restrictions

The following are rights possessed by the United States in lands adjacent to the property up for disposal:

- ✓ (1) A perpetual easement from the City of Tacoma, dated 12 July 1949, authorizing the Government to construct, maintain, and repair an underground electrical conduit across Alexander Avenue. This easement is described, with particularity, on Enclosure (132). X O
- ✓ (2) A Revocable Permit, dated 20 September 1948, issued by the Chief of Engineers, Department of the Army, authorizing a 15-foot pier encroachment into the Wapato Waterway. See Enclosure (133), with map attached. X U
- ✓ (3) Agreement NOy(R)-43283, dated 13 February 1946, from the Hooker Electrochemical Company authorizing the Government to maintain, operate, repair, and remove certain electrical distribution accessories and that portion of the cafeteria building encroaching upon the Hooker Company's property; also a sewer line with necessary manholes and grease trap across a strip of land 15' in width, paralleling the northwesterly line X U

MAKE
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of the Hooker Company property for a distance of not more than 450' from the northwesterly corner of said property; and also that the Government may use in common with the Hooker Company the latter's spur track and switches, for connection with two railroad sidings owned by the Government. See Enclosure (134), and Paragraph VIII of Agreement.

- ✓ (4) In Civil 385, in addition to acquisition of fee simple title to 23.283 acres, the United States also acquired: "... an easement for the right-of-way for road purposes over (certain) real property, whose metes and bounds are found on Page 5 of Enclosure (3).
- See Port Green again → N/A
- (5) Lease between Foss Launch & Tug Company and The United States, covering Parcel 8-A, consisting of approximately 1.04 acres, which was excluded from Civil 483, whose metes and bounds are given on Enclosure (134a), which conforms to Parcel 8-A on Plat, Enclosure (15).

The following are restrictions upon the Navy owned property:

- ✓ (1) All lands taken by condemnation were made subject to existing public utility easements.
- ✓ (2) Easement NOy(R)-49406 dated 24 April 1956 to the Tacoma Harbor Lumber Company, granting a permanent non-exclusive easement for construction, reconstruction, maintenance and repair and use as a roadway and railway spur track across and over the northerly portion of Parcel B, which is more particularly described in Enclosure (135) with plat.
- (3) Excluded from the Declaration of Taking, in Civil 447, was "any right which H. D. and Josephine Maxwell have to establish a mooring buoy and overlap with ship or ships on Parcel 7, as defined in deed recorded under Auditor's Fee #1310277, records of Pierce County, Washington." See Paragraph 3A(b) of This Report. See also Paragraph 3A(b) referring to an easement in favor of Commercial Waterway District Number 1, which is mentioned in Certificate of Title (Schedule B of Enclosure (18)) but which is not specifically referred to in the Judgment of the Court.
- NO RIGHT TO CONVEY
- (4) In Civil 483, the Certificate of Title refers to "an easement granted to Puget Sound Power & Light Company" of which no mention is made in the Court proceedings. See Paragraph 3A(c) of This Report.

In addition, the Final Judgment of the Court re Parcels 10 and 11 (See Page 1 of Enclosure (40f)) and Schedule B of Enclosure (40c) refer to an "easement granted to the Air Reduction Sales Company, a corporation, its successors, and assigns to construct, operate and maintain an eight inch pipe line on and across a

EXCLUDED BY
FINAL JUDGMENT
483 APR 26 1957

strip of land being the northwesterly ten (10) feet of Block 14, by instrument recorded 1 May 1942, under Auditor's Fee #1299034, records of Pierce County, Washington." See Paragraph 3A(c) of This Report.

60' Excluded from Parcel (5)

In Civil 467, the United States was granted an easement to use certain footage that was excluded from the taking, as a parking lot, for the duration of the war and six months thereafter. See 3A(d) of This Report.

- (6) The conveyance of the Todd Shipyards Corporation was made subject to an easement for right-of-way for road purposes over the northeasterly 50 feet of Alexander Avenue in the Hooker Electrochemical Company, and also an easement granting the City of Tacoma the right to construct, maintain, and operate a double track passenger and freight railway, also truck and other water mains and electrical transmissions and distribution lines over and across Alexander Avenue. See Paragraph 3B of This Report and Enclosure (124). TRUNK

5. Area to be Retained

The Navy will retain approximately 8.33 acres of land, comprising the Naval and Marine Corps Reserve Training Center, a metes and bounds description of which is given below, which conforms to the area marked in "Blue" on I & D Drawing 568 045, listed as Enclosure (2).

"A parcel of land situate in the City of Tacoma, County of Pierce, State of Washington, more particularly described as follows:

"Beginning at a point which is the most southerly corner of Block 6A of the State Land Commissioner's Replat of Blocks 13 to 48 inclusive, of Tacoma Tidelands (formerly in King County), filed under date of December 23, 1918, commonly and generally referred to as the "Ashton Replat", said point being on the northwesterly boundary line of the highway designated on the records of Pierce County as "South Eleventh Street"; thence South 42° 44' 24" West a distance of 727.803 feet to the true point of beginning of this description; thence South 42° 44' 24" West a distance of 242.2 feet; thence on a curve having a radius of 280 feet for a distance of 288.50 feet; thence North 47° 15' 36" West on the northeasterly line of Alexander Avenue a distance of 370.22 feet; thence North 42° 44' 24" East along the southeasterly side of Building No. 50 a distance of 920 feet more or less to the southeast corner of Building No. 50; thence North 17° 44' 24" East a distance of 77 feet; thence North 47° 15' 36" West a distance of 230 feet; thence North 69° 23' West a distance of 250 feet, more or less, to the north line of property owned by the United States of America; thence North 42° 44' 24" East a distance of 140 feet, more or less,

to the northerly corner of the Commissioning Pier; thence South $69^{\circ} 23'$ East along the edge of the Commissioning Pier a distance of 590.4 feet, more or less, to the easterly corner; thence South $42^{\circ} 44' 24''$ West a distance of 780.55 feet, more or less; thence South $47^{\circ} 15' 36''$ East a distance of 456.0 feet, more or less, to the point of beginning, containing 8.33 acres more or less."

6. Restrictions Upon Disposal

By letter, dated 20 March 1958, which is Enclosure (136), the Bureau of Ships advised the Bureau of Yards and Docks that the subject shipyard was excess to its current requirements, but not excess to its mobilization requirements. It has therefore made the ultimate sale of the property subject to the following conditions:

- ✓ a. The shipyard be sold as a unit to a purchaser engaged in shipbuilding and ship repair or related work; otherwise the purchaser should be acceptable to the Bureau of Ships.
- ✓ b. The sale should be made subject to a National Security Clause ~~(a copy of which is Enclosure (137))~~ for twenty years on all items; otherwise the clause should be acceptable to the Bureau of Ships.
- ✓ c. If the sale is not accomplished within one year from the date declared to the USA, the shipyard should be returned to the Bureau of Ships for leasing as a unit to a company engaged in shipbuilding and ship repair or related work.

The preceding conditions were approved by the proper authorities. See first, second and third endorsements to Enclosure (136).

W. H. Speck
Assistant Counsel

- Enclosures: (1) Perimeter descriptions of the U. S. Naval Station (Parcels A, B, C, D, and E)
(2) Yards and Docks Drawing 568045, U. S. Naval Station, Tacoma, Washington, General Development Plan

United States v. 23.283 acres of land, (U. S. Dist. Ct. for the Western District of Washington), Civil 385

- (3) Judgment of the Court in Civil 385, U. S. District Court, W. D. Washington
(4) Judgment of the Court in Civil 385, U. S. District Court, W. D. Washington
(5) Plat, Peterman Manufacturing Co., Tacoma, Washington, File No. 650 dtd. 21 April 1941

United States v. 14.46 acres of land, (U. S. Dist. Ct. for the Western District of Washington), Civil 447

- (6) Ltr ND13/N1-13, dtd 23 Sept 1942 from Acting SecNav to Attorney General w/Exhibit "A"
(7) Justice ltr RJL-HA 33-49-405-1 dtd 7 Oct 1942 to BuDocks
(8) Petition in condemnation in Civil No. 447, U. S. District Court, W. D. Washington
(9) Acting SecNav ltr ND13/N1-13, F-5-3/RAG:lm Ch9-72-Ta-1 Ch9-72-Ta-3 of 14 June 1943 to Atty. Gen.
(10) Motion to amend petition for condemnation in Civil No. 447
(11) Affidavit of Special Attorney attesting to request of Navy, 18 June 1943
(12) Order to amend in Civil No. 447
(13) Amended petition in condemnation in Civil No. 447
(14) Acting SecNav ltr ND13/N1-13 F-5-3/RAG:lm Ch9-72-Ta-1 of 26 July 1943 to Atty. Gen.
(14a) Declaration of Taking in Civil No. 447
(15) Plat of Parcels 7 through 15, prepared for U. S. Navy, Seattle and Tacoma Shipyard Site, June 1943
(16) Judgment on the Declaration of Taking in Civil No. 447
(16a) Justice ltr RJL-HA 33-49-405-1 of 22 Sept 1943 to BuDocks
(17) Commonwealth Title Ins. Co. Preliminary Certificate of Title No. 30220-7 as of 7 June 1943 with Schedules A and B
(18) Commonwealth Title Ins. Co. Supplemental Report 30220-7 dtd 14 February 1944
(18a) Commonwealth Title Ins. Co. Certificate of Title No. 30220-7 as of 21 September 1943 w/Schedules A and B
(19) Order in Civil No. 447
(20) Final Judgment in Civil No. 447
(21) Judgment and Order to pay funds in Civil No. 447
(22) Attorney General ltr of 14 August 1944 to SecNav
(23) Stipulation for exclusion of overlapping easement in Civil 447

United States v. 47.83 acres of land (U. S. Dist. Ct. for the Western District of Washington), Civil 483

- (24) Acting SecNav ltr ND13/NI-13 F-5-3/RAG:lm Ch9-72-Ta of 5 Feb 1943 to Attorney General
- (24a) Justice ltr RJI-HA 33-49-405-3 of 25 Feb 1943 to BuDocks
- (25) Petition in condemnation in Civil No. 483, U. S. District Court, W. D. Washington
- (26) Order of Possession in Civil No. 483
- (27) Acting SecNav ltr ND13/NI-13 F-5-3/RAG:lm Ch9-72-Ta of 5 March 1943 to Attorney General
- (27a) Declaration of Taking in Civil No. 483 with Schedule A
- (28) Acting SecNav ltr ND13/NI-13 F-5-3/RAG:lm Ch9-72-Ta of 26 July 1943 to Attorney General
- (29) Judgment on the Declaration of Taking in Civil No. 483
- (30) Justice ltr RJI-HA 33-49-405-3 of 13 Sep 1943 to BuDocks
- (31) Plat proposed for U. S. Navy Seattle & Tacoma Shipyard Site, June 1943
- (32) Judgment and order to pay funds on Parcel No. 8 in Civil 483
- (33) Judgment and order to pay funds for a deficiency judgment on Parcel No. 8 in Civil No. 483
- (34) Atty. Gen. ltr of 23 Mar 1944 to SecNav
- (35) Final Judgment and order directing Clerk to pay Deficiency Judgment for Parcel No. 8 in Civil 483
- (35a) Commonwealth Title Ins. Co., Supplemental Report to Certificate of Title No. 30220-8 dtd 21 Jan 1944
- (35b) Commonwealth Title Ins. Co., No. 30220-8, as of 18 Sep 1943 with Schedules A and B
- (36) Justice ltr RJI-HA 33-49-405-3 of 23 Dec 1943 to BuDocks
- (37) Acting SecNav ltr ND/13/NI-13 F-5-3/RAG:ms Ch9-72-Ta of 28 December 1943 to Attorney General
- (38) Justice ltr RJI-HA 33-49-405-3 of 1 Feb 1944 to BuDocks
- (39) Order to amend Declaration of Taking as to Parcel 10 in Civil No. 483
- (40) Attorney General ltr of 31 Jan 1945 to SecNav
- (40a) Commonwealth Title Ins. Co. Preliminary Cert. of Title No. 30220-10 with Schedules A and B and Preliminary Cert. of Title No. 30220-11 w/Schedules A and B, both dtd 9 June 1943
- (40b) Commonwealth Title Ins. Co. Supplemental Report to Cert. of Title 30220-10 and 11 as of 8 Nov 1943
- (40c) Commonwealth Title Ins. Co. corrected Supplemental Report to Cert. of Title 30220-10 Final Cert. of Title No. 30220-10 and 11, dtd 9 November 1943
- (40d) Judgment and order to pay funds and granting a deficiency judgment on Parcels 10 and 11 in Civil No. 483
- (40e) Final Judgment as to Parcels 10 and 11 in Civil No. 483

United States v. 16.2 Acres of Land, (U. S. District Ct. Western District of Washington), Civil No. 467

- (41) Acting SecNav ltr NDL3/N1-13 49-28-1 F-5-3/JEC:lm of 3 Dec 1942 to Atty. Gen. w/enclosures
- (42) Justice ltr RJL-HA 33-49-405-2 of 21 Jan 1943 to BuDocks
- (43) Petition for condemnation in Civil No. 467, U. S. District Court, W. D. Washington
- (44) Order of Possession in Civil No. 467
- (44a) Notice and Summons in Civil No. 467
- (45) Acting SecNav ltr NDL3/N1-13 F-5-3/RAG:lm Ch9-72-Ta-1 Ch9-72-Ta-3 of 14 June 1943 to Attorney General
- (46) Assistant Attorney General ltr RJL-HA 33-49-405-2 of 1 July 1943 to BuDocks
- (47) Amended Petition for Condemnation in Civil No. 467
- (48) Acting SecNav ltr NDL3/N1-13 Ch9-72-Ta-3 of 26 Jul 1943 to Attorney General
- (49) Declaration of Taking in Civil 467 w/Schedule "A"
- (50) Justice ltr RJL-HA 33-49-405-2 of 13 Sep 1943 to BuDocks
- (51) Judgment on the Declaration of Taking in Civil No. 467
- (52) Attorney General ltr of 25 March 1944 to SecNav
- (53) Justice ltr RJL-HA 33-49-405-2 of 3 Feb 1944 to BuDocks
- (54) Commonwealth Title Ins. Co. Preliminary Cert. of Title No. 30220-13c dtd 10 July 1943 w/ Schedules A and B
- (55) Commonwealth Title Ins. Co. Supplemental Report dtd 3 Jan 1944 w/Schedules A and B
- (56) Judgment and order to pay funds and granting a deficiency judgment on Parcel No. 13c in Civil No. 467
- (57) Final Judgment and order directing Clerk to pay Deficiency Judgment for Parcel 13c in Civil 467
- (58) Atty. Gen. ltr of 29 Apr 1944 to SecNav
- (59) Commonwealth Title Ins. Co. Preliminary Cert. of Title No. 30220-13b as of 10 July 1943 w/Schedules A and B
- (60) Commonwealth Title Ins. Co. Supplemental Report dtd 16 Mar 1944
- (61) Judgment awarding compensation and directing Court to pay funds on deposit for Parcel 13b in Civil No. 467
- (62) Commonwealth Title Ins. Co. Cert. of Title No. 30220-13b as of 3 Sep 1943 w/Schedules A and B
- (63) BuDocks ltr NDL3/N1-13 Ch9-72-Ta-3 of 18 Feb 1944 to Atty.Gen.
- (64) Commonwealth Title Ins. Co. Preliminary Cert. of Title No. 30220-12c as of 9 July 1943 w/Schedules A and B
- (65) Commonwealth Title Ins. Co. Supplemental Report dtd 16 Mar 1944
- (66) Judgment awarding compensation and directing Clerk to pay funds on deposit for Parcel 12c
- (67) Commonwealth Title Ins. Co. Cert. of Title No. 30220-12c as of 3 Sep 1943 w/Schedules A and B
- (68) Attorney General ltr of 14 Feb 1945 to SecNav
- (69) Commonwealth Title Ins. Co. Preliminary Cert. of Title No. 30220-12B as of 9 July 1943 w/Schedules A and B

- (70) Commonwealth Title Ins. Co. Supplemental Report No. 30220-12B dtd 14 Nov 1944
- (71) Commonwealth Title Ins. Co. Cert. of Title No. 30220-12B1 as of 9 July 1943, w/Schedules A and B
- (71a) Commonwealth Title Ins. Co. Supplemental Report No. 30220-12B-1 dtd 14 Nov 1944
- (72) Judgment and Order to pay funds and for a deficiency judgment for Parcel 12-B in Civil 467
- (73) Order directing Clerk to pay Deficiency Judgment for Parcel 12-B in Civil 467
- (74) Commonwealth Title Ins. Co. Final Cert. of Title No. 30220-12b as of 3 Sept 1943 w/Schedules A and B
- (75) Commonwealth Title Ins. Co. Final Cert. of Title No. 30220-12b1 as of 3 Sept 1943 w/Schedules A and B
- (76) Attorney General ltr of 21 June 1945 to SecNav
- (77) Justice ltr RJL-RHM 33-49-405-2 of 30 Apr 1945 to BuDocks
- (78) BuDocks ltr ND13/NI-13 Ch9-72-Ta-3 F-5-3/RAC:bjw of 28 May 1945 to Lands Division
- (79)-(80) Receipts of Check No. 733,888
- (81) Commonwealth Title Ins. Co. Prelim. Cert. of Title No. 30220-12a as of 9 July 1943 w/schedules A and B
- (82) Commonwealth Title Ins. Co. Prelim. Cert. of Title No. 30220-13a as of 10 July 1943 w/schedules A and B
- (83) Judgment on the verdict directing clerk to pay funds for Parcels 12a and 13a in Civil No. 467
- (84) Justice ltr RJL-RHM 33-49-405-2 dtd 23 Apr 1945 to BuDocks
- (85) Final Judgment and order as to Parcels 12a and 13a in Civil 467

UNITED STATES v. 16 Acres of Land (U. S. Dist. Ct. for the Western District of Washington), Civil No. 494

- (86) Acting SecNav ltr ND13/NI-13 F-5-3/RAC:lm Ch9-72-Ta-4 dtd 26 July 1943 to Attorney General
- (87) Declaration of Taking in Civil No. 494 w/schedule A in U. S. District Court, W. D. Washington
- (88) Atty. Gen. ltr RJL-HA 33-49-405-4, 23 Mar 1943 to BuDocks
- (89) Petition in Condemnation in Civil No. 494
- (90) Order of possession in Civil No. 494
- (91) Plat, prepared for U. S. Navy, Seattle & Tacoma Shipyard Site, June 1943
- (92) Justice ltr RJL-HA 33-49-405-4 of 21 Sep 1943 to BuDocks
- (93) Judgment on Declaration of Taking in Civil 494
- (94) Clerk's Receipt for Check 276991 dtd 31 Aug 1943
- (95) Atty. Gen. ltr of 21 Feb 1944 to SecNav
- (96) Clerk's Receipt in sum of \$458.00, dtd 23 Dec. 1943
- (97) Commonwealth Title Ins. Co. Preliminary Cert. of Title No. 30220-15a as of 10 July 1943 w/schedules A and B
- (98) Commonwealth Title Ins. Co. Supplemental Report 30220-15A as of 28 Dec. 1943

- (99) Judgment and order to pay funds on Parcel 15a in Civil No. 494
- (100) Commonwealth Title Ins. Co. Cert. of Title No. 30220-15a w/schedules A and B as of 3 Sep 1943
- (101) Atty. Gen. ltr of 11 Aug 1944 to SecNav
- (102) Clerk's receipt in the amount of \$2,250.00 as to Parcel 15b, dtd 21 Feb 1944
- (103) Commonwealth Title Ins. Co. Preliminary Cert. of Title No. 30220-15b w/schedules A and B as of 10 July 1943
- (103a) Commonwealth Title Ins. Co. Certificate of Title 30220-15b as of 18 Sep 1943
- (104) Commonwealth Title Ins. Co. Supplemental Report as of 3 Feb 1944
- (105) Judgment and order to pay funds in Parcel 15b in Civil No. 494
- (106) Final Judgment and order as to Parcel 15b in Civil No. 494

United States v. 6.80 Acres of Land (U. S. District Ct. for the Western District of Washington), Civil No. 571

- (107) Acting SecNav ltr NDL3/N1-13 F-5-3/RAD:lm C49-72-Ta-2 of 6 Sep 1943 to Attorney General
- (108) Declaration of Taking in Civil No. 571 U. S. District Court, W. D. Washington
- (109) BuDocks ltr NDL3/N1-13 F-5-7/RFM/acl C49-72-Ta-2 of 9 Oct 1943 to CNO
- (110) Justice ltr RJL-RA 33-49-518 of 22 Sep 1943 to BuDocks
- (111) Justice's receipt for Check No. 308272, dtd 10 Sep 1943
- (112) Petition in Condemnation in Civil No. 571, U. S. District Court, W. D. Washington
- (113) Clerk's receipt Check 308272, dtd 15 Sep 1943
- (114) Judgment on Declaration of Taking in Civil No. 571
- (115) Plat, prepared for U. S. Navy, Seattle & Tacoma Shipyard Site, June 1943
- (116) Atty. Gen. ltr of 6 Mar 1944 to SecNav
- (117) Commonwealth Title Ins. Co. Preliminary Cert. of Title No. 30220-9 as of 8 June 1943 w/schedules A and B
- (118) Commonwealth Title Ins. Co. Supplemental Report 30220-9, dtd 28 Dec 1943
- (119) Commonwealth Title Ins. Co. Corrected Certificate of Title No. 30220-9 as of 18 Sep 1943 w/schedules A and B
- (120) Order to pay funds in Civil No. 571
- (121) Final Judgment in Civil No. 571

Parcels Acquired by Purchase

- (122) BuShips ltr Section 761-A CM/Todd Shipyards (761-A) of 30 Dec 1946 to Atty. Gen.
- (123) OGC Navy ltr OGC/JTK:hb of 26 June 1947 to Atty. Gen.
- (124) Atty. Gen. ltr of 14 Apr 1948 to SecNav
- (125) Correction Warranty Deed dtd 8 Sep 1948 from Todd Shipyards to U. S.

COPY

National Archives - Pacific NW Region
6125 Sand Point Way, NE
Seattle, WA 98115

Record Group NO. 121 Public Buildings Service
Additional Information Regional office, Seattle (Region 10)

Real Property Disposal Com Files.

Box # 195; Fdr. N - WASH - 595 1-A

Report of Excess U.S. Naval Industrial
Shipyard, Tacoma

- (126) Tacoma Title Co. amended Certificate of Title No. F-34410 as of 16 Sep 1948 w/schedules A and B
- (127) Warranty Deed dtd 12 March 1948, Seattle-Tacoma Exchange covering Real Estate transferred from Todd to the United States
- (128) Tacoma Title Co. Certificate of Title No. as of 16 Mar 1948 w/schedules A and B
- (129) Certificate of Inspection on 15 Mar 1948 by George Fritschman
- (130) Tacoma Title Co. Certificate (No. 110918)
- (131) Plat showing Block No. 1, Block No. 12, Block No. 13
- (131a) Plat, U. S. Naval Station, Tacoma, Pierce County, Washington, showing land acquisitions, 17 May 1951
- (132) City of Tacoma Easement Deed dtd 12 July 1949 to U. S. A.
- (133) War Department Permit dtd 20 Sep 1948 to Commandant 13ND
- (134) Lease NOy(R)-43283 between Hooker Electrochemical Co. and U. S. Navy dtd 13 Feb 1948 w/plat attached
- (134a) Lease NOy(R)-34111 between Foss, Launch and Tug Co. and U. S. A. dtd 8 Feb 1943
- (135) Grant of Easement NOy(R)-49406 between Tacoma Harbor Lumber Co. and U. S. A. dtd 24 Apr 1956 w/plat attached
- (136) BuShips ltr Q4/3(762) Ser 762-222 of 20 Mar 1958 to BuDocks w/first, second and third endorsement thereto; and with encl. National Security Clause and Plat

April 17, 1941

Seattle-Tacoma Shipbuilding Corporation
2400 - 11th Avenue, S. W.
Seattle, Washington

Attention: Mr. E. J. Lament, President

Subject: Increased Shipyard Facilities

Reference: (a) Seattle-Tacoma Shipbuilding Corp.
letter with attached plans and detailed
Estimates dated April 1, 1941 to Mr. J.
E. Barnes, The Investment Building,
Washington, D. C., from him to USMC

Gentlemen:

On April 8, 1941 the United States Maritime Commission approved the following recommendation: "It is recommended that a contract between the United States Maritime Commission and the Seattle-Tacoma Shipbuilding Corporation be negotiated to construct five shipways and the necessary attendant facilities at an estimated cost of \$3,975,000."

The Office of Production Management having now concurred in this approval, you are hereby authorized to proceed with the work as generally outlined in your Estimate, reference (a).

Yours very truly,

SIGNED
J. E. SCHMELTZER

J. E. Schmeltzer
Director

Emergency Ship Construction Division

PHVanRiper/eb
cc: Administrative
Reading

Mr. J.E. Barnes, The Investment Building
15th & K Streets, N.W. Washington, D.C.
Mr. John D. Reilly, Todd Shipbuilding, N.Y.C.

Q M 10-1000

SEATTLE- TACOMA SHIPBUILDING CORPORATION
Seattle Division
2400 - 11th, Avenue S.W.
SEATTLE, WASHINGTON

April 1, 1941

Mr. J.E.Barnes,
The Investment Building
15th and K. Streets N.W.
Washington, D.C.

Dear Sir:

Enclosed find drawings and plans and estimated cost of Proposed Extension to the Seattle-Tacoma Shipbuilding Corporation Plant #1 at Tacoma.

In connection with the plan, we would like to state that locations of buildings are approximate, and subject to rearrangement after further study. However there will be no fundamental changes in this arrangement.

You will note that the additional facilities are indicated by numbers on the plan.

Yours very truly,

SEATTLE-TACOMA SHIPBUILDING CORPORATION

R.J.Lamont
President

R.J.L:dm
cc to - Mr. John D. Reilly, New York
cc to - Mr. Walter L. Green, Tacoma

ESTIMATED COST OF PROPOSED EXTENSION
to the
SEATTLE-TACOMA SHIPBUILDING CORP. PLANT #1 AT TACOMA

Five new building ways with necessary outfitting berths, buildings, cranes, shops, tools and other facilities:

Clearing Site, Grading, Filling and Bulkheading	- \$127,000.00
Five shipways	- 296,000.00
Six Whirley Trestles	- 165,000.00
Five Assembly Platforms	- 54,000.00
Steel Sheds and Craneways	- 275,000.00
Machinery Foundations	- 36,000.00
Warehouse Building	- 184,000.00
Hospital and Inspector's Building	- 47,000.00
Additional Office Building	- 63,000.00
Additional Power Distribution House & Boiler and Heating Plant	- 59,000.00
Main Wash Room	- 36,000.00
Machine Shop Building	- 87,000.00
Small Shops Building	- 113,000.00
Restaurant	- 31,000.00
Paint and Oil Building	- 19,000.00
Acetylene and Oxygen Building	- 9,000.00
Toilet Buildings at Ways	- 18,000.00
Outfitting Pier and Wharf	- 395,000.00
Paving and Parking Area	- 76,000.00
Steel Storage	- 22,000.00
Fences	- 8,000.00
Railroad Tracks	- 30,000.00
Wiring of Ways and Yard Including Underground	- 155,000.00
Sewers and Water System	- 50,000.00
Outboard Launch Ways	- 50,000.00
	<u>\$2,405,000.00</u>

Tools, Cranes, etc. Including Installation, Switching and Connecting Up:

Eleven Whirleys	- \$505,000.00
Four Bridge Cranes	- 40,000.00
Five Wagon Cranes	- 75,000.00
Eight Bays of Hand and Power Cranes	- 100,000.00
Ten Air Compressors	- 75,000.00
Presses, Rolls, Etc.	- 125,000.00
Five Hundred Welding Machines	- 250,000.00
Additional Shop Tools and Equipment	- 350,000.00
Cross Yard Crane	- 50,000.00
	<u>\$1,570,000.00</u>

\$3,975,000.00

ESTIMATED COST OF PROPOSED EXTENSION
 to the
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\$3,975,000.00

REPRODUCED AT THE NATIONAL ARCHIVES

ROUTING SLIP

RETURN TO ADMINISTRATIVE
SECTION

Note

MAY 27 1941

Reply

11 COMMISSIONER VICKERY
DIRECTOR
EXECUTIVE ASSISTANT
2 ~~BY THE~~ ENGINEERING SECTION
HULL SECTION
ENGINEERING SECTION
PRODUCTION ENGR. SECTION
ASST. CHIEF PROD.
ASST. CHIEF INSP.
HULL, SCHEDULING PLAN & EST. BR.
EXPEDITING BRANCH
ENGINEERING SCH. PLAN & EST. BR.
PRINCIPAL HULL INSPECTOR
PRINCIPAL MACHINERY INSP.
TRIALS & ACCEPTANCE SECTION
3 ADMINISTRATIVE SECTION

2477A

2/28

COMMENTS

(USE OTHER SIDE-IF NECESSARY)

cc-mr. Hayes

5/28 - Ann.

File No. Q M 10 - Facilities Contract
File

UNITED STATES MARITIME COMMISSION

Tacoma, Washington

May 23, 1941

Mr. Harry M. Hope, Chief
Plant Engineering Section
Emergency Ship Construction Division
United States Maritime Commission
Washington, D. C.

Dear Sir:

Subject: Facilities Contract DA-12

This will acknowledge your letter dated May 19, 1941. I have conveyed the information contained therein to the Seattle-Tacoma Shipbuilding Corporation.

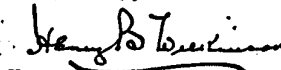
It is here mentioned that in a letter addressed to the Contractors under date of April 17 from the Director, Emergency Ship Construction Division they were authorized to proceed with the work as generally outlined in their estimate.

Much work has already been performed, and a number of expenditures made. The Contractors have, however, kept the necessary information - such as tabulation of bids, proper Purchase Order files, etc covering the material which they were compelled to purchase in order to proceed with the work.

It is of utmost importance to know whether there is a limitation to the amount covering any item of expenditure. For instance - they have purchased furniture, office supplies, printing, etc., all of which is in use and installed.

Your further information in this matter will be appreciated by Airmail.

Yours very truly,

RECEIVED
U. S. MARITIME COMMISSION
WASHINGTON, D. C.

Henry B. Wilkinson
Resident Auditor

RECEIVED MAY 24 1941

HBW:HHM

ENCLOSURE

OX110 - Facility
Contract

MAY 6, 1941

HENRY B. WILKINSON
RESIDENT AUDITOR
SEATTLE-TACOMA SHIPBUILDING COMPANY
TACOMA, WASHINGTON

RETEL TO HONSICK MAY ONE WHICH HAS BEEN REFERRED TO US FOR REPLY PLEASE
BE ADVISED WE HAVE NO KNOWLEDGE OF CONTRACT AWARDED TO GENERAL
CONSTRUCTION COMPANY ON COST PLUS SIX PERCENT BASIS. ALL CONTRACTS MADE
BY SEATTLE MUST FIRST HAVE APPROVAL OF DIRECTOR OF EMERGENCY SHIP
CONSTRUCTION AND SUCH CONTRACT AS OUTLINED IN YOUR WIRE CANNOT BE
APPROVED OR ANY REIMBURSEMENT THEREFOR MADE.

J. E. SCHMEITZER

PJS
mm PJDuff/scr
cc Administration
Plant Engineering (2)
Reading
Mr. Honsick (2)

OM 10 - *facilities*
Contract

MAY 6, 1941

HENRY B. WILKINSON
RESIDENT AUDITOR
SEATTLE-TACOMA SHIPBUILDING COMPANY
TACOMA, WASHINGTON

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BY SEATTLE MUST FIRST HAVE APPROVAL OF DIRECTOR OF EMERGENCY SHIP
CONSTRUCTION AND SUCH CONTRACT AS OUTLINED IN YOUR WIRE CANNOT BE
APPROVED OR ANY REIMBURSEMENT THEREFOR MADE.

J. E. SCHWITZER

W
PJ Duff/scr
cc: Administration
Plant Engineering (2)
Reading
Mr. Honsick (2)

CLASS OF SERVICE
 This is a full-rate telegram and any letter or other communication is indicated by a suitable symbol above or preceding the address.

WESTERN UNION

SYMBOLS
 DL - Day Letter
 NL - Night Letter
 NLN - Night Letter
 NLN - Night Letter

The time shown in the date line is in Standard Time at point of origin. Time of receipt is Standard Time at point of destination.

WE 12 05 DEC - TACOMA WASH 12 05 A

J A HONSTICK - CHIEF CONSTN AUDIT SEC

U.S. MARITIME COMM

SEATTLE TACOMA SHIP BUILDING CORPORATION HAS AWARDED CONTRACT TO GENERAL CONSTRUCTION COMPANY FOR BUILDING THE ADDITIONAL FACILITIES AUTHORIZED UNDER EMERGENCY SHIP CONSTRUCTION PROGRAM STOP CONTRACT AWARDED ON COST PLUS SIX PERCENT BASIS STOP PLEASE ADVISE BY WIRE COLLECT WHETHER GENERAL CONSTRUCTION COMPANY WILL BE BOUND BY PROCEDURE REGARDING COMPETITIVE BIDS AND OTHER ESSENTIALS GENERAL IMPOSED ON COST PLUS CONTRACT STOP ALSO WILL SUBCONTRACTORS INVOICES FOR SUPPLIES AND PAYROLL COSTS BE LISTED ON REIMBURSEMENT VOUCHER TO BE LATER SUBMITTED BY THE SEATTLE TACOMA SHIP BUILDING CORPORATION

HENRY B WILKINSON RESIDENT AUDITOR

Unable to locate any authorization for General Construction Company to award subcontract facilities to General Construction Company on any basis. All subcontract work on cost basis regular procedure should apply. Expecting similar irregularity approach of subcontract.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

FORM 3106

UNITED STATES MARITIME COMMISSION

TO: Mr. Nathan

S.S. 41

FROM:

P. G. Duff

I cannot find any such contract authorized in any way by anyone, and it appears in order to advise Seattle

"All contracts made by Seattle must first have approval of the Director of Emergency Construction, and such contract as outlined in Resident Auditor's memo of May 1st if made, cannot be approved or reimbursement therefor made."

I discussed this with Mr. McNulty
+ also above is in accord
with his ideas P. G. Duff

STANDARD TIME INDICATED
RECEIVED AT
TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH



THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

Form 16A

W. CB505 /2 TACOMA WASHN HONSLK WASHN DC

REQUIRED IN CONNECTION WITH REIMBURSEMENT TO THE SEATTLE
TACOMA SHIPBUILDING CORPN STOP WIRE REPLY TODAY COLLECT
HENRY B WILKINSON RESIDENT AUDITOR.

STANDARD TIME INDICATED
RECEIVED AT
TELEPHONE YOUR TELEGRAMS TO POSTAL TELEGRAPH



THIS IS A FULL RATE TELEGRAM, CABLEGRAM OR RADIOGRAM UNLESS OTHERWISE INDICATED BY SYMBOL IN THE PREAMBLE OR IN THE ADDRESS OF THE MESSAGE. SYMBOLS DESIGNATING SERVICE SELECTED ARE OUTLINED IN THE COMPANY'S TARIFFS ON HAND AT EACH OFFICE AND ON FILE WITH REGULATORY AUTHORITIES.

Form 16A

CB505 60 GOVT XU

TACOMA WASHN 2 105P

J A HONSICK CHIEF

CONSTRUCTION AUDIT SECTION US MARITIME COMMISSION WASHN DC
TELEGRAM MAY 1ST REGARDING FACILITIES CONTRACT UNDERSTOOD
INFORMATION REQUESTED IS WHETHER GENERAL CONSTRUCTION
COMPANY SUBCONTRACTOR IS BOUND BY PROCEEDURE REGARDING
COMPETITIVE BIDS AND OTHER ESSENTIALS GENERALLY IMPOSED
ON GOVERNMENT COSTPLUS CONTRACTS IF ANSWER IS IN THE
AFFIRMATIVE WILL COPIES OF INVOICES AND PAYROLLS BE

UNITED STATES
MARITIME COMMISSION

TELEGRAM

OFFICIAL BUSINESS—GOVERNMENT RATES

U.S. GOVERNMENT PRINTING OFFICE 31-11738

CLASS OF SERVICE DESIRED		SEND VIA:
TELEGRAM	<input checked="" type="checkbox"/>	WESTERN UNION (Name of sending agency)
DAY LETTER	<input type="checkbox"/>	CHARGE COST OF THIS MESSAGE TO:
NIGHT MESSAGE	<input type="checkbox"/>	DIVISION OF FINANCE
NIGHT LETTER	<input type="checkbox"/>	EM. COMM. BRANCH

MAY 3, 1941

HENRY B WILKINSON, RESIDENT AUDITOR
SEATTLE TACOMA SHIPBUILDING COMPANY
TACOMA WASHINGTON

UNABLE LOCATE AUTHORIZATION SEATTLE TACOMA SHIPBUILDING COMPANY SUBCONTRACT
FACILITIES TO GENERAL CONSTRUCTION COMPANY ON ANY BASIS IF SUBCONTRACT MADE ON
COST BASIS REGULAR PROCEDURE WOULD APPLY EXPECT SEE SCHELTZER MONDAY TO
VERIFY APPROVAL OF SUBCONTRACT

J. A. HONSICK

W. Mohler/ns

(Typed) J. A. Honsick

April 7, 1941

The Commission

Director, Emergency Ship Construction Division
Via Commissioner Vickery

Seattle-Tacoma Shipbuilding Corporation, Seattle, Washington -
Facilities Contract

Attached hereto is an estimate of the cost of facilities of the
Seattle-Tacoma Shipbuilding Corporation.

It is the intention to build five new building berths with
necessary outfitting, wharves, buildings, cranes, shops, tools, and other
facilities. There are at present at this plant three ship ways to which
will be added five additional ways. It is estimated that the total cost
of the new building berths and the other facilities will be approximately
\$3,975,000.

Recommendation: It is recommended that a contract between the
War Relocation Authority and the Seattle-Tacoma Shipbuilding Corporation
be negotiated for these facilities at an estimated cost of \$3,975,000.

J. L. Schmeltzer
Director
Emergency Ship Construction Division

APPROVED:

H. L. Vickery, Commissioner

J. L. Schmeltzer/mr
CC-Commission - 11

Plant Engr.

Prod. Engr. Administrative Reading file

REPRODUCED AT THE NATIONAL ARCHIVES
INSTRUCTION DIV.
ROUTING SLIP

RETURN TO ADMINISTRATIVE
SECTION

Note

AUG 13 1941 Reply

~~COMMISSIONER VICKERY~~
~~DIRECTOR~~
~~EXECUTIVE DIRECTOR~~
~~PLANT ENGINEERING SECTION~~
~~ENGINEERING SECTION~~
~~HULL SECTION~~
~~PRODUCTION ENGINEERING SECTION~~
~~ASST. CHIEF PROD. ENGINEERING SECTION~~
~~ASST. CHIEF PRODUCTION COST ESTIMATING~~
~~HULL SCHEDULE & PLANNING BRANCH~~
~~ENGINEERING SCHEDULE & PLANNING BRANCH~~
~~EXPEDITING BRANCH~~
~~COST REVIEW SECTION~~
~~COST ANALYSIS BRANCH~~
~~INSPECTION SECTION~~
~~ASST. CHIEF INSPECTION SECTION~~
~~PURCHASING SECTION~~
3 ADMINISTRATIVE SECTION

(a)

*all that
I wish better are
now my hand that
act.*

File No. 4410-1000

Copies to Following

Mr. Gallagher
Mr. McDonald
Mr. McKeown
✓ Mr. Malseed
Mr. Hope (a)

*all that
I wish better are
now my hand that
act.*

Seattle-Tacoma Shipbuilding Corporation
Tacoma, Washington
August 15, 1941

FILE COPY
E. S. C. DIVISION

AIR MAIL

Construction Division
United States Maritime Commission
Washington, D. C.

Attention - Mr. Harry M. Hope

Subject: General Situation at Seattle-Tacoma
Shipyard

Dear Mr. Hope:

I am forwarding with this letter eleven individual letters on various subjects on which I have requested authorization or instructions from the Commission.

Besides these particular problems, there are a great many general questions as to policy which are of such a nature as to be extremely difficult to reduce to a definite question on which action can be taken. As you also know, these questions apply not only to Seattle-Tacoma yard, but in many cases to Oregon shipyard, particularly as to the separation between ships accounts and facilities accounts, the jurisdiction of the Plant Engineer, and the coordinating of the work of the plant with the ship construction work.

I think that it would be of great assistance to me if either you would arrange to take an inspection trip to the west coast, or that you permit me to come in to Washington for a personal discussion of the whole situation. I would very much appreciate your giving this matter serious consideration and informing me as to your decision.

Very truly yours,

O. Alexander Kechlin
Plant Engineer

OAK:rs

Enclosures

Seattle-Tacoma Shipbuilding Corporation
Tacoma, Washington
August 15, 1941

AIR MAIL

Construction Division
United States Maritime Commission
Washington, D. C.

Attention - Mr. Harry M. Hope

Subject: Preliminary Expense

Dear Mr. Hope:

It is my opinion that without special authorization by the Commission, expenses and costs incurred by Seattle-Tacoma Shipbuilding Corporation prior to April 17 are not reimbursable. The above date is the date of the letter authorizing them to proceed with the facilities contract.

Prior to this time the following sums were expended: for administrative salaries, overhead, etc., \$650; for plant and tools purchased, \$12,500; for material and labor expended on construction, \$13,000; making a total of \$26,150.

I therefore request that authority be given for the expenditure of approximately \$30,000 chargeable to preliminary expense before order to proceed was received.

Very truly yours,

C. Alexander Meehlin
Plant Engineer

CAM:rs

✓
RECEIVED
U.S. MARITIME COMMISSION
WASHINGTON, D.C.
AUG 20 1941

Seattle-Tacoma Shipbuilding Corporation
Tacoma, Washington
August 15, 1941

AIR MAIL

Construction Division
United States Maritime Commission
Washington, D. C.

Attention - Mr. Harry K. Hope

Subject: Whirley Cranes

Dear Mr. Hope:

Kindly refer to my letter of recent date in which I forwarded you correspondence in connection with delivery of whirley cranes for the Seattle-Tacoma Shipbuilding Corporation calling your attention particularly to the fact that the late delivery of these cranes will materially retard the shipbuilding schedule.

In this connection, should you not be able to advance these dates, I suggest that cranes ordered by other yards for earlier delivery dates might be transferred to Tacoma if the yard placing these orders could take a later delivery without interfering with their construction program.

Should this not be possible, I request authority to authorize the Seattle-Tacoma Shipbuilding Corporation to rent crawler cranes of sufficient capacity to temporarily replace the whirley cranes. I am sure that satisfactory equipment of this character is available and could be obtained if immediately ordered.

Very truly yours,

O. Alexander Meshlin
Plant Engineer

OAM:rs

Seattle-Tacoma Shipbuilding Corporation
Tacoma, Washington
August 15, 1941

AIR MAIL

Construction Division
United States Maritime Commission
Washington, D. C.

Attention - Mr. Harry M. Hope

Subject: Office Space

Dear Mr. Hope:

According to present plans of Seattle-Tacoma Shipbuilding Corporation, office space for their employees and also employees of the Commission is entirely inadequate, and I therefore request authority to direct the shipbuilding corporation to revise their plans for remodeling the Sizer factory building so as to provide in this building space for the Maritime Commission Audit Section, the Plant Engineer's office, the office for the Bureau of Ships, and the Bureau of Marine Inspection. The amount of space now available for these offices is only approximately 800 square feet.

Very truly yours,

O. Alexander Mechlin
Plant Engineer

OAM:rs

*Mr. Hope
August 15, 1941*

W. H. Hoff

Seattle-Tacoma Shipbuilding Corporation
Tacoma, Washington
August 15, 1941

AIR MAIL

Construction Division
United States Maritime Commission
Washington, D. C.

Attention - Mr. Harry M. Hope

Subject: Insurance

Dear Mr. Hope:

Reference is made to letter dated July 29 on the above subject, from Mr. J. E. Schmeltzer, Director, Construction Division, outlining the present insurance coverage carried by the Seattle-Tacoma Shipbuilding Corporation on its facilities. In connection with this letter, your attention is called to the fire insurance carried by this company which policies have been extended to cover the facilities under construction.

On account of the conditions existing in this yard, particularly the location of the various new buildings in conjunction with the present structures and also the fact that in many cases new equipment owned by the Commission is in the same building as old equipment owned by the shipbuilding corporation, it is very difficult to segregate the risk and clearly define the coverage of the insurance. I would therefore recommend that at this particular yard, the shipbuilding corporation be authorized to cover the entire yard in their principal policy against fire, etc., and that they be reimbursed in proportion to the estimated value of the facilities owned by the Maritime Commission.

In their policy covering comprehensive public liability and property damage, I think that the shipbuilding corporation should be authorized to extend the coverage to cover subcontractors employed by them under the facilities contract, and that the premiums for insurance of this character carried by General Construction Company and the Rautman Plumbing and Heating Company be to the account of these companies and not reimbursable.

In my discussions with the Seattle-Tacoma Shipbuilding Corporation, I find that they are very much at a loss as to what insurance they should carry, and how much of this insurance is

*Copy to Smith via memo.
Washington, Wash.*

*Mr. [unclear]
[unclear]*

Mr. Harry M. Hope

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reimbursable. I request that the whole matter of insurance of this yard be reviewed and the situation clarified. Your instructions in the matter are requested.

Very truly yours,

G. Alexander Mechlin
Plant Engineer

OAK:rs

Seattle-Tacoma Shipbuilding Corporation
Tacoma, Washington
August 15, 1941

AIR MAIL

Construction Division
United States Maritime Commission
Washington, D. C.

Attention - Mr. Harry M. Hope

Subject: Pipe Installation Contract

Dear Mr. Hope:

You will recall that I have mentioned in several telephone conversations the conditions which surround the installation of the piping systems under the Seattle-Tacoma Shipbuilding Corporation contract. Briefly, the situation is as follows.

Seattle-Tacoma Shipbuilding Corporation entered into a tentative contract with the General Construction Company for the construction of the facilities, and the General Construction Company then entered into an agreement with Rautman Plumbing and Heating Company for the installation of all the necessary piping in connection with their work. The reason for this contract is that the union rules in this locality demand that all piping shall be done by a registered contractor for this type of work and that they will not under these circumstances furnish mechanics or labor to a general contractor.

Under these conditions, the agreement between General Construction Company and Rautman Plumbing and Heating Company was that Rautman would furnish the organization, supervisory force, and all labor necessary for the installation of the piping system consisting of water, air, sewer, acetylene, oxygen, fire protection and sprinkler system. They agreed to pay Rautman the actual cost of all labor and supervision plus social security, unemployment, and medical aid additions to the payroll; that they would also supply all small tools and rental for all plant and heavy equipment; that they would pay no overhead for the general office of the subcontractor or any salary to members of the firm, who guaranteed to give their entire attention to this contract. For these services the plumber was to receive a fixed sum of \$12,500, plus the actual cost of the work as above defined.

*Lettering not to be done
except to the extent of a
M.C. 11-11-41*

Mr. Harry M. Hope

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August 15, 1941

The cost of all this work plus the fixed sum agreed on was to be reimbursed to the General Construction Company by the Seattle-Tacoma Shipbuilding Corporation, who were in turn to be reimbursed by the Maritime Commission. This agreement was, I understand, not approved by the Commission, and under their instructions I directed the Seattle-Tacoma Corporation to negotiate a contract for like services directly with Rautman Plumbing and Heating Company with the understanding that the fixed fee which should be paid would be approximately 6 per cent of the estimated cost of labor and supervision.

The form of this agreement between Seattle-Tacoma Shipbuilding Corporation and Rautman Plumbing and Heating Company was presented to me yesterday, and after examination of it I returned it to the Seattle-Tacoma company as being unsatisfactory in that they stated that the contractor's fee was based on \$200,000, which is the cost of both labor and material, rather than the cost of labor only, which is the subject of this agreement. Also, they have entered as part of the cost besides those items which are reimbursable on the payroll such costs as medical aid, etc. They also included as part of the cost public liability and property damage insurance. They failed, furthermore, to state that 20 per cent would be retained from any progress payment made to the contractor.

Before a new agreement eliminating these costs is entered into, I request that you inform me as to the items which you would consider as legitimately reimbursable under the term "actual cost". As this contractor has already expended a considerable sum on the work and is continuing with the installation of piping, and as I have refused to approve for reimbursement any expenses incurred by the Rautman Plumbing and Heating Company, I request that you give this matter your earliest consideration and that I be informed as to your decision.

Very truly yours,

O. Alexander Meehlin
Plant Engineer

OAM:rs

Seattle-Tacoma Shipbuilding Corporation
Tacoma, Washington
August 15, 1941

AIR MAIL.

Construction Division
United States Maritime Commission
Washington, D. C.

Attention - Mr. Harry M. Hope

Subject: Reconstruction of Overhead Traveling Crane
Owned by Seattle-Tacoma Shipbuilding Corporation

Dear Mr. Hope:

In the general plans for the construction of Plate Shop and adjacent assembly building, no provision was made for an overhead traveling crane in the assembly shed. The Seattle-Tacoma Shipbuilding Corporation have now decided that this equipment will be required and suggest that an overhead traveling crane located in their present shop be transferred to this building. In order to make this crane available for the new location, it will be necessary to increase the span and make other structural changes; also the present crane will be disassembled, moved to the new location, re-assembled, and erected in the new location.

The Seattle-Tacoma Shipbuilding Corporation have requested approval to charge the cost of this work to the facilities contract. There is considerable question in my mind as to my authority to expend money under the present facilities contract for the purpose of rebuilding or relocating tools and equipment which are not the property of the United States Maritime Commission, especially so in this case where the entire building and all its equipment are included in the facilities contract, the cost of which will be reimbursed to the shipbuilding corporation.

If charges of this character are properly a part of the cost for which the Seattle-Tacoma Shipbuilding Corporation shall be reimbursed under their facilities contract, I request that I be given authority to approve requests of this nature. If, however, the Commission deems that this is not a proper cost, I suggest that they give consideration to the possibility of purchasing this

*Why not I ask of them
in the future*

Wm. H. Buchanan

Mr. Harry M. Saps

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equipment from the Seattle-Tacoma Shipbuilding Corporation and authorizing such costs as are incidental to its reconditioning and erection. This procedure would, I believe, obviate any difficulty in connection with the accounting, as the United States Maritime Commission would then have title to the equipment. Your instructions on this subject are requested.

Very truly yours,

C. Alexander Macklin
Plant Engineer

CAMS:rv

Seattle-Tacoma Shipbuilding Corporation
Tacoma, Washington
August 15, 1941

AIR MAIL

Construction Division
United States Maritime Commission
Washington, D. C.

Attention - Mr. Harry M. Hope

Subject: Use of Maritime Commission owned equipment
by Seattle-Tacoma Shipbuilding Corporation

Dear Mr. Hope:

Kindly refer to my letter dated March 9, 1941 in which I forwarded a list of plant which had been purchased by the Seattle-Tacoma Shipbuilding Corporation and for which they have requested reimbursement. A number of these items were ordered by the Seattle-Tacoma Corporation prior to the execution of the contract for facilities, and it was their intention at the time of placing these orders to pay the cost of this equipment from their own funds.

It is a fact that the equipment ordered is necessary for the construction of the thirty C-3 ships, and the value is included in their estimate of cost under Facilities Contract DA-MCo-12. The equipment has been delivered and is now in use in connection with construction of ships under previous contract with the Maritime Commission. It is a further fact that the restaurant building, the fitting stores building, the general storehouse, the small shops such as pipe shop, sheet metal shop, joiner's shop and some of the equipment located therein, were all constructed under the facilities contract and are now all in use in connection with the completion of the five C-1 ships and the construction of the two transports now on ways one and two, both of which ship construction contracts were entered into previous to the facilities contract.

In execution of the facilities contract, emphasis has undoubtedly been placed on the construction and acquisition of those facilities which were immediately needed for the construction of ships previously under contract, and they are being used for this purpose. This refers not only to the equipment and buildings

Signe

Mr. Mendenhall has been advised

Mr. Harry M. Hope

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August 15, 1941

enumerated above, but also to improvements to the plant distribution system—water, air, electrical, etc. It is a further fact that the main items of the facilities contract will be completed before any work will be done on the contract for the thirty C-3 ships, and that practically all these facilities will be used in the completion and execution of the contract now in hand which included the two transports for the Army and the tankers for the U. S. Navy.

I am endeavoring at the present time through individual shop orders for various operations to keep at least an approximate check on the amount of time each piece of equipment is used for any particular operation. This information could form a basis for rental value of this equipment, but as clearly seen from the above, this will not include the actual value to the Seattle-Tacoma Shipbuilding Corporation of the facilities constructed by the Maritime Commission.

I think that this whole question should be clarified and a definite policy and procedure set up for the guidance of the Plant Engineer. In the meantime, I request authority to proceed with the facilities construction in accordance with the general plans as approved by the Commission in connection with the contract with Seattle-Tacoma Shipbuilding Corporation for this work.

Very truly yours,

O. Alexander Meehlin
Plant Engineer

OAM:rs